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The Hongkong Telegraph.

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RUSSIA AND CHINA.

SOVIET INTRIGUE APPARENT.

Shanghai Enquiry.

London, August 7. In the House of Commons, on the motion for adjournment, replying to Mr. Arthur Ponsonby and the Labourites, who criticised the Government's policy towards Russia and towards China, Mr. Ronald McNeill described the present Government of Russia as the greatest defaulter in modern history. He said that Russian intrigue at present creates grave difficulties and making much mischief in China, but he did not believe at the moment that Russian propaganda in the long run would succeed in doing any material damage to the British Empire.

He reported recommendations of the commission of enquiry at Shanghai were probably correct, but not very important in view of the forthcoming judicial enquiry into the whole matter, which was likely to be established very soon. He emphasised that any obligations thrown on His Majesty's Government by the judgment of the judicial enquiry would certainly be met out. The Government's chief and paramount duty was to protect the lives and property of all nationals in China, while neglecting any opportunity of using the Chinese to help them, but scrupulously abstaining from interfering in the internal Government of China.—Reuter.

Students' New Move.

Peking, August 7. It is reported that a movement among Chinese students in favour of boycotting all British missionary schools and colleges is making considerable headway.—Reuter.

A LIMERICK TO LIMERICK.

INTERESTING TRAVELS.

Our mail bag this morning revealed the fact that on May 30th Private E. Fero, of the 1st Surrey Regiment, decided the attempt to win the Limerick Competition which was in progress. He addressed the slope:

The Hongkong

Telegraph Editor,

LIMERICK.

The Hongkong Post Office, true to the traditions of its service, immediately popped it into the bag for "Erin's Isle." After the mail had duly reached Limerick went to Dublin where the official of the Post appreciated the urgency of the mission and immediately dressed it correctly and set in the right road with commendable speed. Unfortunately, it has been too late, but should the reader care to secure the Limerick travelled to Limerick and we shall be happy to hand him.

FATAL EXPLOSION.

Amsterdam, Aug. 7. Four people were killed and several injured by the explosion of an oxygen apparatus in the arti-factory at Ede, Gelderland.—Reuter.

COAL CRISIS.

MERELY POSTPONED.

London, August 7. On behalf of the Mining Association, Mr. Phillip Gee has issued a statement warning the public that the coal crisis will recur in exactly the same form next May, unless the situation is resolved in the interval; declaring that a small body of extremists are controlling the Miners' Federation and never intended to arrive at a settlement of the dispute. They do not want industrial peace, but wish to overthrow private enterprise and the existing structure of society.

A lasting settlement will be impossible until the constitutional issue is faced, namely, are we to be governed by Parliament, or by the Soviet acting in the name of the Labour movement.—Reuter.

ANGLO-GERMAN TRADE.

BETTER COMMERCE FROM TREATY.

Berlin, August 7. The commercial committee has adopted, with three dissentients, a Bill on the Anglo-German commercial treaty of December 4th. The Government spokesman anticipated that as a result of the treaty German exports to Britain would increase to the equivalent of pre-war traffic. He stated that the British Government would recommend the treaty to the Dominions and Colonies.—Reuter.

RUBBER PRICES.

AMERICAN MEMORANDUM.

London, Aug. 7. In the House of Commons, replying to Mr. John Duckworth, Mr. Ronald McNeill stated that the United States Ambassador had left with him, on July 27th, an *aide-memoire* stating that a critical situation had arisen in the United States rubber industry, owing to the high price of crude rubber, and the smallness of stocks in London and the United States, said to be due to the working of the Stevenson scheme.

The *aide-memoire* quoted certain proposals of the Rubber Association of America for improving the situation, as likely to stabilise the price of rubber at a reasonable figure. It stated that such stabilisation was essential for the continuance of normal operations by United States manufacturers, and consequently for the encouragement of the rubber growing industry.—Reuter.

U.S. FLEET.

LEAVES FOR NEW ZEALAND.

Hobart, Aug. 7. The American cruisers have departed for New Zealand. They had an enthusiastic send-off.

Admiral Magruder expressed his deep appreciation of Tasmanian hospitality. Governor O'Grady said the officers and men had given evidence that they were indeed our kinsmen.—Reuter.

THE ECONOMY COMMITTEE.

London, Aug. 7. Mr. Churchill announced in the House of Commons that the economy committee of three, mentioned by Mr. Baldwin on July 23rd, would consist of Lords Colwyn, Chalmers and Bradbury, the first-named being chairman.—Reuter.

HOME CRICKET.

YORKSHIRE'S LAPSE.

Another Century for Woolley.

London, Aug. 7. Playing at Canterbury, Kent defeated Sussex by an innings and 17 runs. Scores:—

Kent, 349 for eight wickets (declared).

Sussex 196 and 136.

In Kent's first innings, Hardinge scored 82 and Woolley 118. For Sussex, Watson made 53. Marriott took five wickets for 64 runs and Freeman five wickets for 53 runs.

Hampshire Win.

Playing at Taunton, Hampshire defeated Somerset by 10 wickets. Scores:—

Somerset 104 and 199.

Hampshire 272 for eight wickets (declared) and 33 for no wicket.

In Somerset's first innings, Kennedy took five wickets for 32 runs and Boyes five for 43.

Daniell was Somerset's highest scorer with 72 to his credit. In Somerset's second innings, Kennedy took seven wickets for 74 runs.

The highest scorers for Hampshire were Mead 80 not out and Powell 64. White took four wickets for 65 runs.

Warwick's Victory.

Playing at Birmingham, Warwick defeated Glamorgan by nine wickets. Scores:—

Glamorgan, 176 and 118.

Warwick, 183 and 114 for one wicket.

In Glamorgan's first innings, Davies made 66 and Partridge took five wickets for 56 runs. The same bowler took four wickets for 57 runs in Glamorgan's second knock.

In Warwick's first innings, Ryan took five wickets for 72 runs, whilst in the home team's second venture Parsons was highest scorer with 59 not out.

Middlesex's Bogey Team.

Playing at Bristol, Gloucester gained a first innings' victory over Middlesex. Scores:—

Gloucester 274 and 123 for five wickets (declared).

Middlesex, 222 and 33 for no wicket.

In Gloucester's first innings, the highest scorers were Dipper 87, Hammond 51 and Bloodworth 50.

Hearne took four wickets for 77 and North four for 45 runs.

In Gloucester's second knock, Durston took four wickets for 35 runs.

The highest scorers for Middlesex were Hendren 53 and Mann 50, not out.

Hammond took four wickets for 50 and Parker six wickets for 120.

Yorkshire Again Fall.

Playing at Leicester, Leicestershire gained a first innings' victory over Yorkshire. Scores:—

Leicester, 222 and 195 for five wickets.

Yorkshire 197.

In Leicester's second innings, Astill made 70, not out, and Geary 63.

For Yorkshire, Oldroyd made 55, not out.

Geary took four wickets for 46 runs.

Northants Lose at Home.

Playing at Northampton, Derbyshire gained a first innings' win over Northamptonshire. Scores:—

Northants, 201 and 279 for nine wickets (declared).

Derbyshire, 244 and 96 for one wicket.

In Northants' first innings, Timms made 67, Cadman taking four wickets for 42 runs.

The highest scorers in Northants' second innings were Timms 55,

Walden 53 and P. Wright 53.

Morton took five wickets for 89 runs.

Cromwell Brown was top

scorer for Derby in the first innings, 58, while in the second Lee

made 60, not out.

P. Wright took four wickets for 76.

Reuter.

RADIO "SCOOP."

ARCTIC EXPLORER INTERVIEWED.

New York, Aug. 7.

Afeat believed to be unique in the history of journalism was performed by a Chicago newspaperman wirelessly interviewing the explorer Macmillan aboard the Peary in the Arctic, over a distance of nearly four thousand miles.

The talk mostly dealt with the subject of wireless. Macmillan explained how he is keeping in radio-telegraphic touch with civilisation, and said he had actually heard voices in London and Schenectady. The Eskimos had simply accepted wireless as another great work of the white man not more wonderful than the gramophone.

The interviewer also heard a gramophone concert being given to the Eskimos.—Reuter.

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

The Free Library.

Sir,—Now that the Labour

Bureau at the City Hall has been closed down, would it not be possible for the Free Library to be re-opened?

All through the strike this institution, poor as it is, has held up and in anchorage at Kowloon Bay until just recently, left yesterday for Tientsin. Two British vessels arrived yesterday, and two departed, the total number of vessels in Harbour this morning being 84.

Yours etc.,

BOOKWORM.

Hongkong, Aug. 7, 1925.

ALLEGED SWEATING.

LABOUR PARTY VIEWS.

London, August 7.

The report of the Labourite committee on sweating imports confirms the earlier forecast and shows that the committee did not confine its attention to the domestic aspect, but contemplates international action against sweating, for which the existing machinery provided by the peace treaty should be utilised, supplemented by the resolution of an International Labour Conference binding the signatories to enforce a boycott against goods produced under condition not conforming to the Washington hours convention; though the boycott would only be applicable where an alternative supply were available.

The committee emphasises the uselessness of tariff manipulation as a remedy against sweating goods.

—Reuter.

PALESTINE FIGHTING.

Jerusalem, Aug. 7.

It is learned that the French casualties in the recent engagement with the Druze rebels amounted to 200 killed and 600 wounded. The civilian traffic between Damascus and Semakh has been suspended.—Reuter.

HEAVY FRENCH CASUALTIES.

Playing at Blackpool, Lancashire gained a first innings' win over Essex. Scores:—

Essex, 98 and 184 for seven wickets (declared).

Lancashire, 203 for seven wickets.

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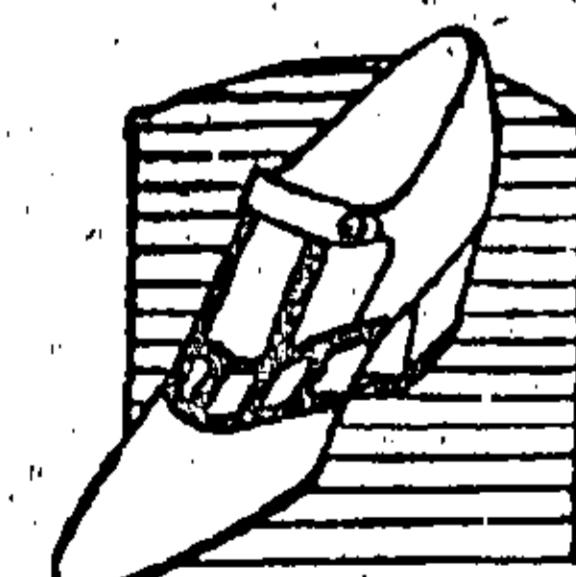
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Hongkong, 16th February '25.

THE STINNES CONCERN.

PLANS TO SELL FLEET.

Obligations Amount to 180 Million
Marks.

Berlin, August 7. The reconstruction of the
Stinnes concern, the final aim of
which is to revert to the original
business of the late Hugo Stinnes,
namely coal trading at Muschelin
and working the Stinnes mines in
west Germany only, is slowly pro-
gressing owing to the all-round fall
in stock exchange quotations on
mining and industrial shares, and
the difficulty of selling the Stinnes
shares *en bloc* to one holder to
avoid weakening the market by
throwing them on the stock ex-
change.

The Stinnes obligations are
now stated to total 180 millions
marks, of which forty millions have
already been paid off by the sales
of some of the Stinnes property.
It is calculated that there will still
be a surplus of assets over liabilities
if the entire Stinnes property be
regarded as an asset. Negotiations
are proceeding for the sale of
Hugo Stinnes Riebeck Mining
and Oil Works. Prospects of dis-
posing of the Stinnes fleet of a
quarter of a million ton are ap-
parently very small. Plans are now
being discussed for the formation
of a new company to take over the
fleet at the price of 25 million
marks.—Reuter.

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SYRIA FIGHTING.

A FRENCH REVERSE.

Junction, Aug. 8.—It is re-
ported from Damas that on the
occasion of the capture of Suedia
the Druses captured several tanks
and machine guns and brought
down several aeroplanes. The
French have evacuated souther-
Hauran.—Reuter.

Parja, Aug. 8.—*Le Matin* un-
derstands that the Government
has received confirmation of the
capture of Suedia.—Reuter.

NAVAL TOUR.

FAREWELL MESSAGES.

Melbourne, Aug. 6.—Admiral
Coontz and Mr. Bruce exchanged
farewell messages on the eve of
the departure of the U. S. Fleet.

Admiral Coontz says the wel-
come exceeded the fondest anticipa-
tions. "In all my experience I
have never seen such an out-
pouring of friendship and kind-
ness."

Mr. Bruce says "The visit has
forged a link which will never
break."—Reuter.

MOTOR ACCIDENT.

DUTCH EDITOR OUT OF DANGER.

Davos, Aug. 7.—Dr. Rademaker,
the Editor of the Dutch newspaper
Faderland, who sustained a fractured
skull and other injuries as the
result of a motor car crashing
into the parapet of bridge, is now
out of danger. His compatriots in
the car, who were also injured, are
now recovering.—Reuter.

SOVIET COMMERCIAL COMMISSIONERS.

THEIR VISIT TO JAPAN.

Tokyo, Aug. 6.—Japan has
notified Russia that the Soviet com-
mercial commissioners will be
admitted to Japan, but no diplo-
matic privileges will be accorded
them. The Foreign Office stated
that Baron Tanaka is at present
negotiating on the matter with
Moscow.—Reuter.

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A. H. BARLOW,
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The Europe Orchestra plays nightly during Dinner,

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AND REST IN COMFORT DURING THE NIGHT.

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(Signed) B. MARIANS,
Managing Director.

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The Telegraph.

SATURDAY, AUGUST 8, 1925.

DESERVED CENSURE

The only quarrel we have with the jury's riders to their verdict in the enquiry which was concluded on Thursday at the Magistracy into the death of a Chinese who was killed by the disastrous landslide at Happy Valley on June 15th is that those riders were not strongly enough worded. At the same time we do congratulate the Coroner (Mr. S. B. B. McElderry) and the Jury (Messrs. D. Templeton, C. J. Joseph and Mr. D. O. Russell) for bringing out, during the course of the enquiry and the summing up, the very serious state of slackness and "maskee" which existed during the work on the hillside preparatory to the fatal fall. The facts are well-known; how a retaining wall, erected to prevent "spoil" earth from sliding down the hillside, was converted into an impounding dam when the heavy rain fell and how it burst, releasing tons of water, earth and rocks which devastated that end of Happy Valley. What the public is most concerned with is the question of responsibility and it was to that point that the Coroner mostly addressed the enquiry. It was told in evidence that the drainage office at the P.W.D. is responsible for drainage works when new roads are made but that another office (the Building Authority) is responsible for drainage when building sites are being prepared, and it was confessed that the drainage office had nothing to do with the fact that a huge building site in course of preparation was improperly drained. One of the Colony's prominent architects confessed that when he visited the site and saw that the contractor was not using proper materials for the making of mortar, all that he did was to call the contractor's attention to it. That, he considered, ended his responsibility. An Engineer of the P.W.D., who said it was his duty to scrutinise the plans of the wall which collapsed, added that it was not within the scope of his department to consider the question of whether water would not enter the wall from above, whilst the Building Authority stated that he considered that the architects should remain responsible for proper drainage arrangements on a site in

course of construction. Throughout the whole enquiry there was a general denial of responsibility and an almost unanimous attitude on the part of witnesses corresponding to the Chinese excuse—"No blong my piggin." It was inevitable that the Coroner, in his summing up, should have something very serious to say about the want of co-ordination between the various departments of the P.W.D. and of the architect's view of his responsibility in the matter. On the question of the use of inferior mortar the Coroner also expressed his views, and the Jury proceeded to bring in riders to their verdict to the effect that the Ordinance relating to the construction of retaining walls needs amending, that there should be more co-ordination between the various officers of the P.W.D., that expert drainage engineers should pass all large development plans, that the architect in the case should be censured, that a P.W.D. overseer should be censured for failing to report inferior workmanship and that work on the wall should cease until the Director of Public Works is personally assured of its proper drainage and safety.

We should have liked to have seen some comment on the action of the contractor in using inferior materials and we should have also liked some stronger recommendation with regard to the re-organisation of our Public Works Department. In the immediate past we have had occasion to comment in strong terms on the lack of P.W.D. co-ordination because there have been serious happenings arising from that lack, and we do seriously suggest that the whole of the Department needs reorganising. We don't want any more Happy Valley or other similar disasters. We want the Colony's architects and contractors very thoroughly supervised in the interests of public safety, and we want some greater assurance than now exists that the work of developing this Colony is not necessarily to be attended by such serious fatalities as that which has just been enquired into.

More Canton Ravings.
Almost every day are the reading public in Canton regaled by the agitators with fresh examples of the dead set which is made against all things foreign, and all the deeds, or absence of deeds, by foreign nations—except, of course, the dear Bolsheviks, or those unfortunate people who have lost extraterritorial rights. There was a tendency up to recently for the officials at the Kwangtung Communist camp to angle for American sympathy, with the bait of flattery, and perhaps the wish was father to the thought that all the Powers concerned in the United States would be most likely to give separate treatment to present Chinese problems. But that hope has evidently passed. It has been shown that, whatever isolated utterances might be made, the American Government is at one with the other Powers in its viewpoint on conditions in China, and is unlikely to give away concessions without every assurance of their being merited. This has at length caused the Canton spokesman to come out into the open with a declaration of the "iniquities" which they consider pertain to America's present attitude. It serves merely as a proof of the "hypocrisy" which animates the "Rods" of South China, and their chagrin at seeing one of their pet schemes gone astray, the dividing of the ranks of the foreign Governments concerned. Anybody who thought otherwise can now see that the

point that the Chinese agitators would be far better employed in working for much-needed reforms in these latter establishments than in pretending that the real blame for the exploitation of the workers lies with foreigners.

DAY BY DAY.

THE CHIEF PANG OF MOST TRIALS IS NOT SO MUCH THE ACTUAL SUFFERING ITSELF AS OUR OWN SPIRIT OF RESISTANCE TO IT. —Jean Nicholas Grou.

The rate of the dollar on demand-to-day is 28. 8.15/16d.

The a.s. Tanda is due here with the Australian mail on Monday.

H. E. the General Officer Commanding the Troops (Major-General C. C. Luard) paid an official visit yesterday to H.M.S. Cairo.

H. E. the Governor has appointed Major C. Willson, C.B.E., V.D., to act as Superintendent of Prisons in addition to his other duties, during the absence on leave of Captain H. F. Bloxham.

It is stated that the Hongkong Philharmonic Society hope to produce "Iolanthe" in November. The music has arrived and rehearsals will begin shortly.

Messrs. Carroll Bros. are in receipt of a cable from Singapore, informing them that the price of rubber is now \$1.28 1/2 per lb. They also advise that the Bassett Rubber Co., Ltd. have declared a 5% Interim Dividend.

policy of the Kuomintang is out and out anti-foreign, or, more correctly, anti anything which represents organised authority. The flaring red dye has thoroughly permeated this absorbent portion of 'Cantonee' material.

Chinese Labour Conditions.

The correspondent who yesterday forwarded us a clipping from a Home paper setting forth the main features of a pamphlet issued by the Stationery Office in regard to labour conditions in China must have been under the impression that the statements contained therein had reference to factories and establishments in foreign settlements, whereas in actual fact they applied to purely Chinese concerns in China itself. What is more, the facts put forward were vouched for by British officials, and hence there is good reason for believing that they represent a true reflection of actualities. Here in Hongkong—and the same applies to the International Settlement in Shanghai—we have no opportunity of seeing how the Chinese worker is treated in his native land, where it is, however, common knowledge that he is mercilessly exploited by the Chinese owners of industrial concerns. We see no reason, therefore, for doubting the statements that blacksmith apprentices are compelled to work nineteen hours a day for seven days a week, nor that tin-workers put in from sixteen to eighteen hours. It is precisely because such conditions exist in China itself that the Labour leaders of the Treaty Ports, and foreign possessions in the East are guilty of the utmost hypocrisy when they seek to imply that the present upheaval has its origin in oppression of Chinese workers by foreign industrialists. Unhappily, these allegations are accepted and wholeheartedly believed by the labour leaders in England and America, as well as by other publicists who ought to know better. It cannot be too strongly emphasised that the labour conditions in foreign establishments employing Chinese workers in the East are a thousandfold better than in purely native factories and works, which suggests the point that the Chinese agitators

would be far better employed in working for much-needed reforms in these latter establishments than in pretending that the real blame for the exploitation of the workers lies with foreigners.



My remarks last week on my unique collection of fishing trophies has prompted an ardent fellow-angler to write asking me what bait I am in the habit of using. Well, I dare say you will all think me a mug for parting with my secret, but I rather pride myself on being one of the most unsophisticated sportsmen that ever threw a cast and I am only too happy to yield my correspondent the information he desired.

For minnows I usually bait either with a March brown or a three-cornered Cape of Good Hope blue. For tadpoles I employ live mackerel, occasionally varying with stale wedding cake crumbs made up into a paste with tar or 'Giant' cement. For dead oats I strongly recommend baiting with dead mice or dead milk; while for kettles and sea-cups I have found nothing better than two horse-power electro-magnets.

I regret to read that a fellow townsman of mine has just been fined £2 for hitting another man's nose in a scuffle. I understand, however, that the nose has been merely bound over.

RHYMES WITHOUT REASON.

A sober young fellow named Spaight
Is in love with a maiden
sodeight;

Chinese Labour Conditions.

The correspondent who yesterday forwarded us a clipping from a Home paper setting forth the main features of a pamphlet issued by the Stationery Office in regard to labour conditions in China must have been under the impression that the statements contained therein had reference to factories and establishments in foreign settlements, whereas in actual fact they applied to purely Chinese concerns in China itself. What is more, the facts put forward were vouched for by British officials, and hence there is good reason for believing that they represent a true reflection of actualities. Here in Hongkong—and the same applies to the International Settlement in Shanghai—we have no opportunity of seeing how the Chinese worker is treated in his native land, where it is, however, common knowledge that he is mercilessly exploited by the Chinese owners of industrial concerns. We see no reason, therefore, for doubting the statements that blacksmith apprentices are compelled to work nineteen hours a day for seven days a week, nor that tin-workers put in from sixteen to eighteen hours. It is precisely because such conditions exist in China itself that the Labour leaders of the Treaty Ports, and foreign possessions in the East are guilty of the utmost hypocrisy when they seek to imply that the present upheaval has its origin in oppression of Chinese workers by foreign industrialists. Unhappily, these allegations are accepted and wholeheartedly believed by the labour leaders in England and America, as well as by other publicists who ought to know better. It cannot be too strongly emphasised that the labour conditions in foreign establishments employing Chinese workers in the East are a thousandfold better than in purely native factories and works, which suggests the point that the Chinese agitators

will make the port this evening. While the blessed baby's snorin', snorin', snorin', sweet and low.

Willie's in his cradle while his father's out at sea
(Baby, art tha sleepin' there below?),

Listenin' for the whistle that'll bring him home to tea,

And shakin' out the silver sails to go,

Call him from your crib, kid,

call from mother's knee,

Then cuddle down and quick to by-bys go;

And the shinin' silver moon will bring your Dadda soon;

But if he finds you 'wakin'-

well, look out, my son, what-oh

I have just been reading about a Household College where the daughters of wealthy men—dukes, company promoters, bricklayers, and the like—are taught, amongst other things, laundry-work and the cleaning of stoves and flues. This, I think, is an excellent idea. So many men who marry dukes' daughters are content to put the washing out and have a sweep in to attend to the flues, while the job of polishing the stoves is left to the weekly charwoman, who carries out her duties in a listless and perfunctory manner without knowing anything of the Higher Stove Polishing. But chiefly it is the laundry side of the matter which appeals to me. When I

marry the Lady Bormoline Hovis, youngest daughter of the Duke of Holme, I shall get her to reveal laundry mysteries to me; how weak women manage to wrench off firmly-sewn buttons from new vests; how the fringe is put on the cuffs of dress-shirts which have only been worn once; how button-holes are stretched from a quarter of an inch to a foot and a half; and how the insides of double collars are dressed so that a fellow can't knot his necktie without garrotting himself.

One other noteworthy point: when Lady Bormoline has brushed out the flues we shall be able to keep our own soot. Hitherto, the sweep has always taken my soot away in a bag, with the consequence that when I want to

I learn that a determined and concerted attempt is to be made by the scientists of several countries to exterminate the dreaded tsetse-fly from Africa. Plans are necessarily nebulous at the moment, but if I may make a suggestion, why should not Africa hold a Fly Week? I have a strong feeling that if the whole of Africa were papered with fly-paper and saucers of arsenic put down at intervals of a few yards, it would be a very strong-minded tsetse that could resist the lure. Further, if the African Government offered a shilling for the proboscis of every fly handed over the counter, I predict that in a very short time the tsetse would only survive in crossword puzzles.

SOCIETY GOSSIP.

The Hon. Mrs. Overton has left town to take the salts at Epsom.

Lord and Lady Birkewater are yachting on the Basingstoke Canal. They hope to sail straight through to Geneva.

Major Bloodstone-Gore, the big game hunter, leaves next week for India, where he will undertake a Bombay duck-shooting expedition.

The Earl and Countess of Knur and Spell are entertaining a large house-party at Gruesome Grange, Yorkshire, for the annual County Show of pudding and relish.

On the occasion of her wedding, Lord Ronald-Ronald has presented his cousin, Lady Clara, with a lily-white dog.

One of the pets on board H. M. S. Cairo, now in port, is a mouse-deer, which has learned to pace the deck like any of the crew, taking a constitutional, wheeling by itself at each end of its restricted recreation space, without attempting to trespass in forbidden areas.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 8th August, 1925.

Being the Official Organ of the Hongkong Automobile Association.

LOCAL MOTOR NOTES & NEWS

Automobile Strike Service.

The events of the past few weeks have, of course, been responsible for the non-appearance of this supplement, but at the same time, the attempted dislocation of the Colony's normal routine has provided ample opportunity for the automobile to give convincing proof of its great utility as a factor in the maintenance of passenger and supply services. Without the motor car or bus, the stoppage of the tramway services would have proved far more inconvenient; as it was, the "foreigners" against whom the so-called "strike" was directed, found the emergency motor bus services quite an enjoyable and economical alternative means of transport. Without the motor car, it might have been a somewhat different story.

Garden Road, and Speed.

Possibly the strike has accounted for the slow progress in the work of widening Garden Road but we hope that an effort will be made to speed up this much-needed improvement. Whilst this thoroughfare is under discussion, it is opportune to draw attention to some drivers who certainly exceed the limit of speed between the Murray Parade Ground and the Helena May Institute. Unquestionably, the road is particularly dangerous to pedestrians, especially from the Cathedral to the lower tram station, and it is really surprising that serious accidents have not been recorded. Judicious supervision occasionally, would probably result in a few of these "hogs" being brought to book. One prominent and highly respected resident had an alarmingly close shave of being knocked down one afternoon not so very long ago by a motor cycle which suddenly and almost noiselessly swung round the corner by Volunteer Headquarters.

Traffic Intelligence.

The incident in the last paragraph raises another issue. Why is it that traffic constables rarely seem to think it necessary to give any warning to pedestrians who may be on the road when a car is taking a corner? Take the case quoted above. The pedestrian concerned was in the act of crossing from the right hand side of Garden Road by the Volunteer Headquarters in order to proceed to the tram station. The constable on traffic duty suddenly gave the "road clear" sign to a vehicle approaching from the direction of the P.W.D. offices, and although it might be argued that the pedestrian should pay at-

tention to the same signal, in this instance it apparently was not noticed, with the result that by a stroke of luck only, a serious accident was narrowly avoided. It may be presumed in this case that the motor cyclist was right in taking it for granted that the constable's signal ensured a clear road around the corner, not only of other vehicles, but also of any person or object with which he might collide, and had an accident have occurred, nobody but the constable would have been to blame. Traffic police should be most emphatically instructed to pay attention to pedestrians who are compelled to use the roadway, as well as to drivers of vehicles, and in cases of dangerous "speeding", they should compel offending drivers to stop.

Motor Bus Services.

It is somewhat difficult to understand the Government's cautious attitude in regard to the placing of motor buses on our thoroughfares. There are many districts which the tramway does not serve and never could serve, such as, Caine Road and the thickly populated thoroughfares adjoining, and obviously, the only means of comfortable transport is the motor bus. There is no need to look for data regarding reliable or desirable types of vehicles, for there are plenty of examples of good machines on the road in the Colony already. The motor bus is undoubtedly the most modern and adaptable means of modern passenger conveyance, and every encouragement should be given to any responsible concern willing to cater for Hongkong's passenger transport. After all, we might as well be up-to-date.

The "Austin Sevens".

These sturdy little machines have certainly come to stay here. It is not so very long ago that Messrs. Alex. Ross were showing a demonstration model, and since that time nearly sixty have taken the road. Wherever they have been introduced the same success has been achieved and it is a tribute to the makers that such an excellent and happy little run-about can be placed on the market at such a reasonable price. Another shipment arrived this week.

Military Motor Cyclists.

The newly formed motor cycle section of the Hongkong Volunteer Defence Corps was not long in existence before an opportunity occurred for it to show its usefulness. When the serious side of work is over, what about a little play in the way of a motor cycle

gymkhana? Maybe, we shall have to wait for the next Volunteer sports meeting.

Government Vehicles.

The number of motor lorries in the Government service must be considerable, and we are glad to see essential services being modernised in this respect. The ancient and picturesque bullock-drawn wagon, is gradually giving way to more expeditious modes of conveyance, but it is occasionally noticed that the condition of some of the lorries is scarcely creditable. We cannot say what system of supervision is exercised, but it is up to somebody to see that proper care and attention is given to all such vehicles. Any concern which operates commercial or public vehicles at home, usually employs a night staff whose duty it is to take over the machines at the end of the day's work, and properly clean, oil and prepare them for the next day. Such an arrangement is obviously necessary in the interests of economy and efficiency, and we should like to see signs of it being put into practice in Hongkong. However, we hear that the Government has recently appointed an expert automobile engineer to look after the whole of its motor vehicles.

Ferries.

The recent strike has again emphasised the lack of suitable vehicle ferries on the harbour. Time slips by, and still the Colony is without one of the most important means of communication between the island and the mainland. What a saving of time and labour it would bring about were it possible to drive a car or lorry direct on to a ferry for transportation across the harbour. When the Hongkong Hotel buses were employed in Kowloon, much valuable time was lost in getting them taken across, whereas it should have been possible to have them running on the other side within fifteen minutes or so from the time that it was decided to employ them. Surely this is a question calling for immediate action!

FEW TOURING CARS.

Three-fourths the production of a large automobile firm this year will include enclosed cars. The same company plans to enclose 85 per cent. of its junior models.

WHY THE SMALL CAR.

The small car has been made popular in Europe primarily because its maintenance is low and then because taxes on it are low. In addition it is best for city conditions, being faster, easier to operate, and easier to park.

MY OLD BUS.

[BY "CYNICUS."]

At the present season when all the world is out on wheels, I frequently find myself hurtling through the atmosphere bound for a cooling dip after the heat of the day, or during week-ends, out for the day fully equipped with sandwiches, cold collation and marmalade. It is at these moments that I appreciate what a blessing it is to own a car, no matter whether it be the laughing stock of the more fortunate ones who always manage to acquire a "this year's model."

Strange to say, I never took up driving myself. Some of my friends swear that driving is more than half the pleasure, but, for myself, I prefer to allow somebody else to dodge the chickens and pedestrians while I sit back and enjoy the changing moods of mother nature. Anyhow, I always manage to retain the services of a more or less efficient chauffeur, so why worry? Possibly if I owned a really posh car, I might adopt a kindlier attitude towards it, but seeing that my bus has long since lost its polish and appearance—almost beyond the allotted spanner in fact—I'm only interested in "getting there" and the sooner the better.

The one great benefit about a really shabby looking bus is that one's friends do not make them selves particularly affable in the hope of getting a free "joy ride." As a matter of fact, free "joy rides" in friends' cars only bore me stiff, because one has to be such a prevaricator in praising their bus and the manner in which it is manipulated. And then there is the expense connected with a decent car. What care, I, if, when I am not using my machine, it reposes in the rain on the Praya? Even if my driver cares to take out the whole bunch of his wife's relations and drive them round and round the Colony until they are blue in the face, I don't object. Even if he takes an occasional splash in the harbour, car and all, it savors washing, and won't make a bit of difference when I next require it. Sometimes I do give a pal a lift, but it is always understood that he shares the running cost, because, even with my bus, it cannot be said that it runs for nothing. Not a very big item I'll agree, just a little matter of the meter—forty cents per mile.

CONSIDER THE OTHER
FELLOW'S SAFETY
AND YOURS WILL
FOLLOW

PACKARDS IN ENGLAND.

AROUSE MOST FAVOURABLE COMMENT.

Packard Six and Eight cars, now equipped with chassis lubrication systems and motor oil rectifiers, have drawn much favourable comment from English motor experts.

It is a custom in London for motor car exports of the newspapers to test new cars as they are introduced to the public and give their impressions in their papers. The new Packards have just made their appearance in England and have been undergoing the customary newspaper tests.

To those who appreciate what a massy and awkward job the lubrication of a chassis is," wrote H. Massao Buist in the *London Morning Post*, "the mere fact that you can oil this eight-cylinder-in-line engined Packard car while you are actually driving perhaps suggests even a truer notion of the luxurious nature of the motoring offered by this new type than does the mere mention of the number of the cylinders employed."

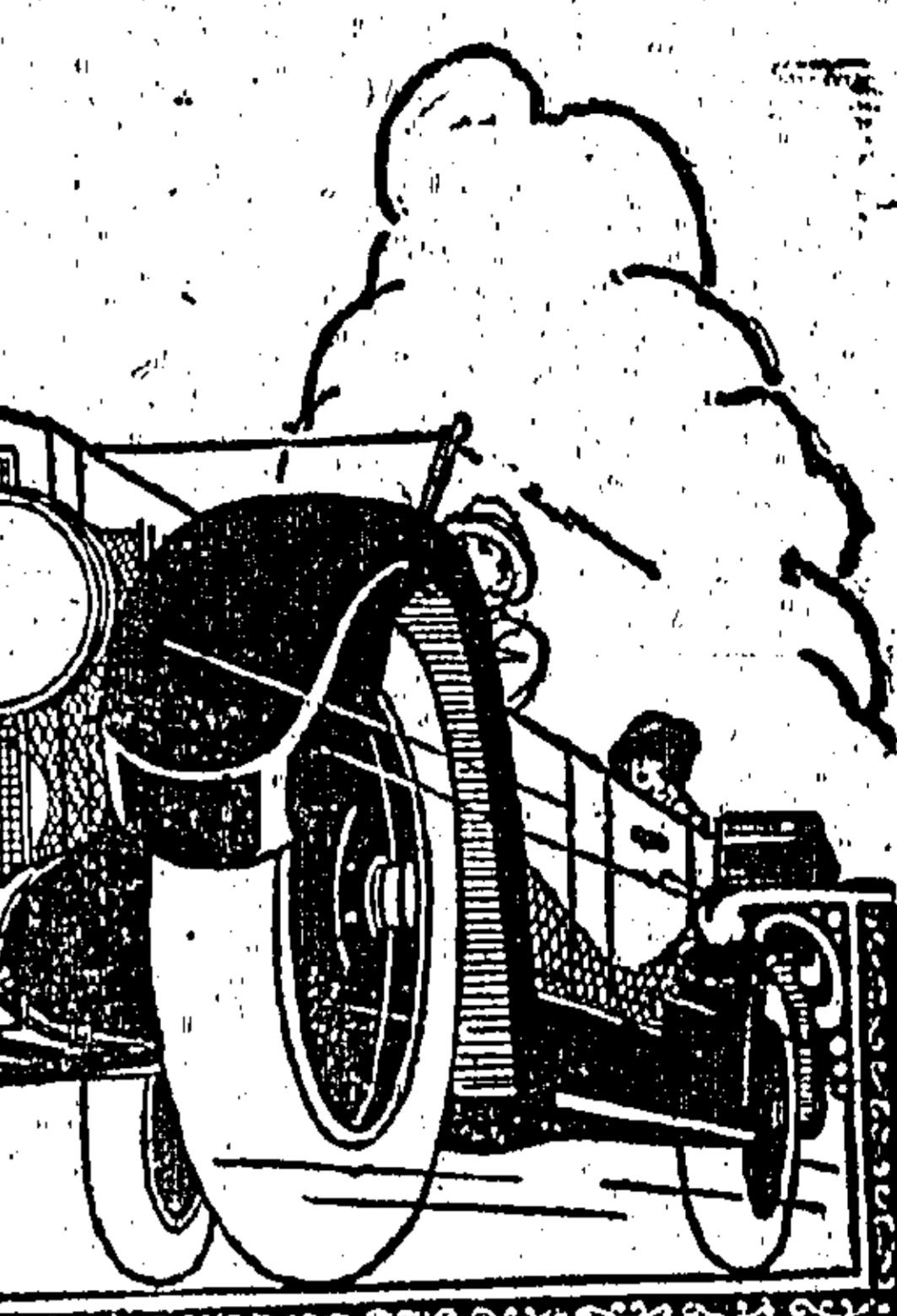
Commenting further on one of the new Eights Mr. Buist wrote: "The impression given me by its performance is that this is the finest chassis yet issued by the Packard factory, and to express higher praise of a Trans-Atlantic motor car is scarcely possible. Undoubtedly, for luxurious motoring, the eight-cylinder-in-line engine is a type which will be much more in evidence during the next few years."

The Dragon Motor Car Company, Ltd. have been appointed agents for Hongkong for the Packard cars, and the first shipment recently arrived by the s.s. President Garfield.

TIN LIZZIE.



This is not Henry Ford. It is Warren J. Hinckley, state senator of Genesee county, Michigan, who, because of his likeness to Ford, has been nicknamed "Tin Lizzie" by his fellow legislators.



Their rugged endurance and exceptional power fit them for the hardest service.

THE DRAGON MOTOR CAR
CO., LTD.
13, Woog Chung Road.
Happy Valley.

Columbia
Storage Batteries

GARGOYLE
Mobiloil
Make the chart your guide

The price we ask for Gargoyle Mobiloil is not an arbitrary charge for something that costs nothing extra to create but, on the contrary, it is a charge to cover the added cost of making the lubricant good enough to deliver the type of service which will live up to the buyer's highest expectations.

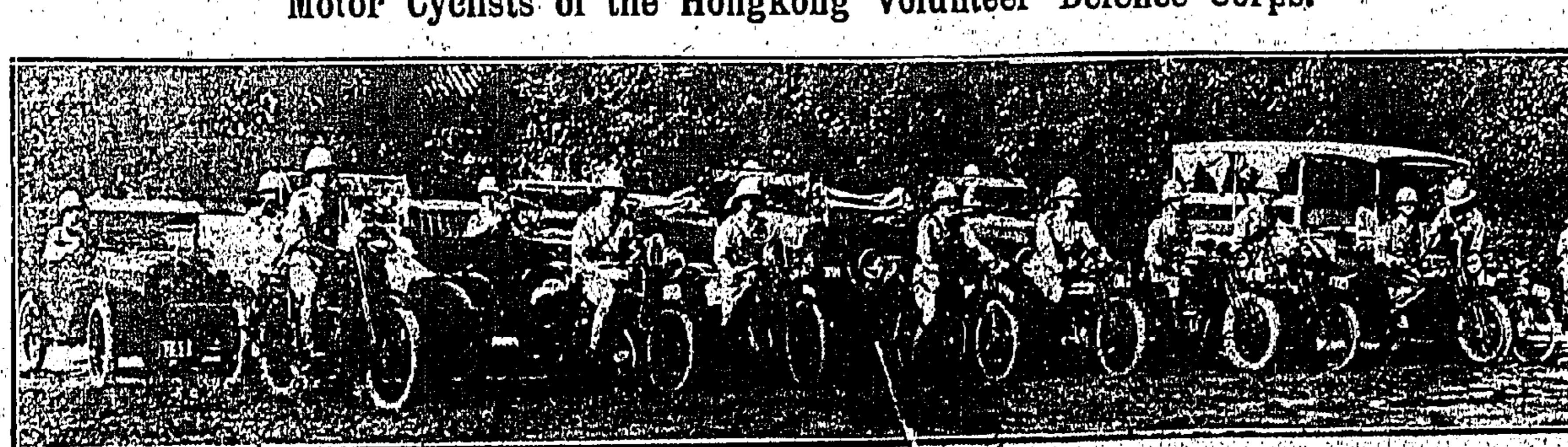
Poor quality lubricating oil may be purchased at the same price charged for Gargoyle Mobiloil. The use of the word CHEAP frequently implies CHEAP IN PRICE TO BUY. Inasmuch as we have often referred to CHEAP oil-meaning CHEAP IN TERMS OF QUALITY-we mean that sometimes oils heretofore sold at cheaper prices than we charge for the various grades of Gargoyle Mobiloil are not retailed at the same prices; thus making it difficult for motorists to discriminate.

Cheapness in quality penalizes not only one's satisfaction, but from an investment standpoint of view, it is extremely expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a QUALITY product. The very purpose of QUALITY is to give the utmost service, delivered in a manner that makes it a pleasure to use QUALITY and enable this type of service to continue over the longest possible period.

That is why Gargoyle Mobiloil gives one sweet memories of the day of purchase; why it brings customers back for more; why it makes loyal friends and boosters; why it enables the Vacuum Oil Company to build up a reputation that is recognised and accepted by people as standing for the best to be had.

Make our Recommendation Chart your Guide when purchasing your next supply of lubrication oil.

VACUUM OIL CO.
HONGKONG.



The above photo recently taken at Volunteer Headquarters at a parade of the Armoured Car Company, shows a number of motorcyclists who have carried out various patrol duties during recent events.—(Photo by Ming Yuen.)

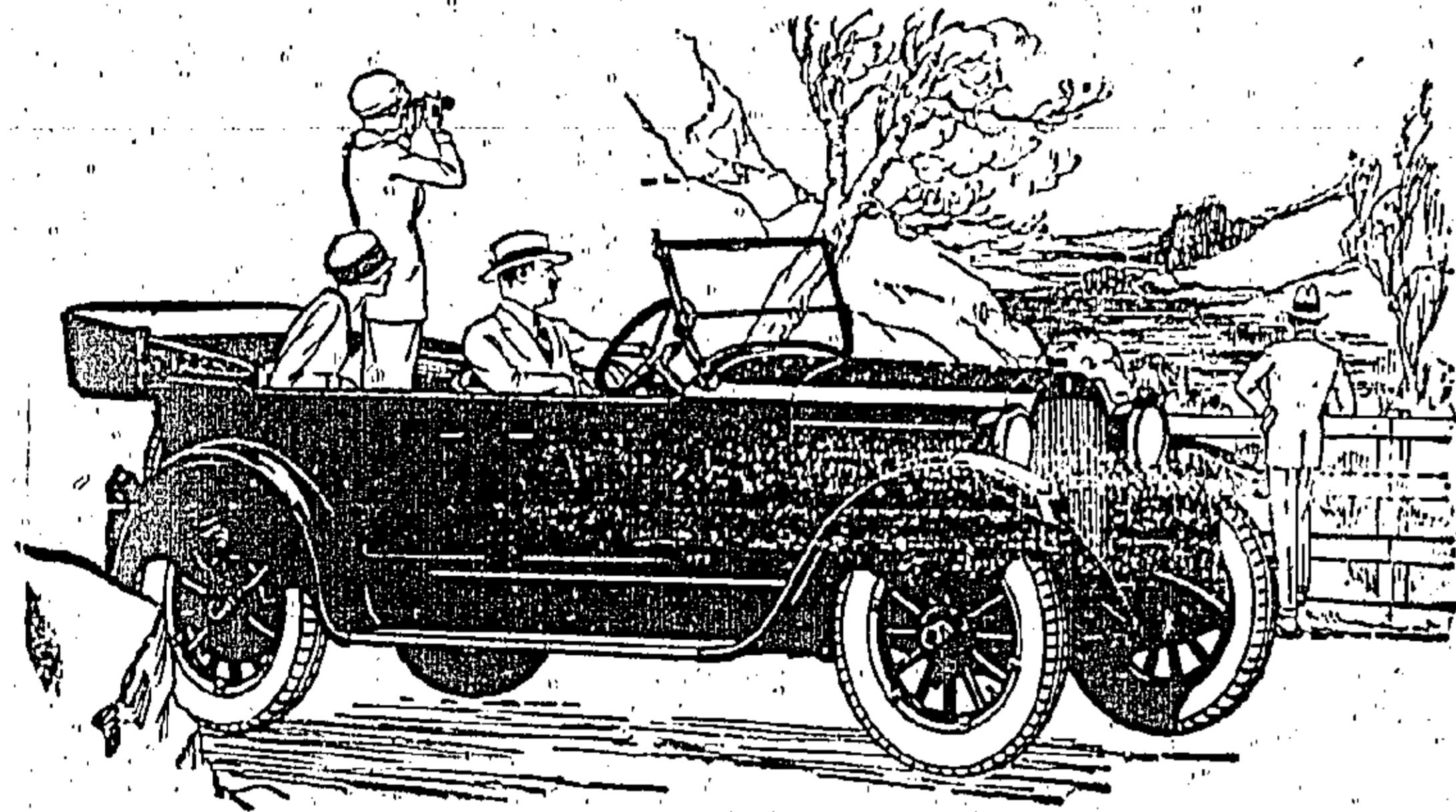
DODGE BROTHERS TOURING CAR

When good weather invites you into the country, you will appreciate more than ever the advantages of Dodge Brothers Touring Car. Open to fresh air, and sunlight the Touring Car is healthful and delightful to drive.

Moreover, it is common knowledge everywhere that Dodge Brothers product is dependable. One eighth of the total weight of the car consists of chrome vanadium steel the toughest and most enduring steel that can be used in motor car construction. This is exceptional. It goes far to explain why Dodge Brothers Touring Car stands up so many years under the hardest usage.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road Happy Valley



Effective immediately, we announce the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of HUDSON and ESSEX Motor Cars:

SIX CYLINDER ESSEX REDUCTIONS.

| | |
|---------------------|-----------|
| 5-passenger Touring | -\$100.00 |
| 5-passenger Coach | -\$150.00 |

HUDSON SUPER-SIX REDUCTIONS.

| | |
|---------------------|-----------|
| 5-passenger Coach | -\$250.00 |
| 7-passenger Sedan | -\$250.00 |
| 7-passenger Touring | -\$500.00 |

The old and the new delivered prices of the various HUDSON and ESSEX models are as follows, all prices being in Hongkong currency:

SIX CYLINDER ESSEX: Old Price: New Price:

| | | |
|---------------------|---------|---------|
| 5-passenger Touring | \$2,500 | \$2,400 |
| 5-passenger Coach | \$2,650 | \$2,500 |

HUDSON SUPER SIX: Old Price: New Price:

| | | |
|----------------------|---------|---------|
| 7-passenger Touring | \$4,000 | \$3,500 |
| 5-passenger Coach | \$4,000 | \$3,750 |
| Brougham (New Model) | | \$4,350 |
| 7-passenger Sedan | \$5,000 | \$4,750 |

In the month of April, Hudson-Essex manufactured and shipped more six-cylinder automobiles than any manufacturer ever made before in a month's time.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY

THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF PROGRESS.

(Special to the Hongkong Telegraph.)

COSTS OF AERIAL TRAVEL.

Quite a number of the most interesting of the series of very interesting and valuable papers on matters of imperial, importance read before the Royal Colonial Institute was that recently read by Air-Marshal Sir Safton Brancker on the subject of Imperial air routes to India and Australia. After pointing out that as the power of aircraft develops, every one of the Overseas Dominions will become vulnerable to air attack, he showed how, on the other hand, it is possible for the British to get better value and greater results from aerial developments than any other nation, owing to its area and the great distances to be covered. Dealing with the utility of aerial travel, he gave details of his recent journey to Rangoon, undertaken mainly for the purpose of dealing with the prospective establishment of various aeroplane services. In three active months 18,000 miles were covered without a single forced landing through material defect. The whole cost worked out at about £1,800 including insurance of the machine and pay and subsistence of the crew. Costs of aerial travel are being rapidly diminished. Five years ago 10/- a ton-mile was regarded as good. Nowadays about 4/-d. a ton-mile is an adequate figure and within a few years it is expected that the cost will be got down to 2/-d. per ton-mile.

A REMARKABLE RECORD.

It is an extraordinary fact that while there has been so much progress since the War in the detail design of aircraft there has been no machine yet produced that as a general all-round machine can surpass the performance of the de Havilland 9a. This machine was produced in about 1917 as a daylight bomber, with sufficient speed and manoeuvrability to be able to protect itself.

New machines built to this specification are constantly being produced and yet, in spite of this, the D. H. 9a stands supreme among British aircraft. That is to say, it stands supreme among aircraft of the World, French, Dutch German and American included. The D. H. 9a was designed by Captain Geoffrey de Havilland and was originally built by the Aircraft Manufacturing Co. After the War the de Havilland Aircraft Co., Ltd., took over the rights of all the D. H. machines and a number of D. H. 9a's have since been sold by the De Havilland Aircraft Co., and by the Aircraft Disposal Company.

ORIGINAL DESIGNS.

The Aircraft Disposal Co., Ltd., which, since the end of the War, have had the handling of all the war-time stock of British aircraft, are now getting towards the end of their supply of old aeroplanes. Therefore, it will not be very long before the word "Disposal" will disappear from their title. In future, I am told, they are to be known as A.D.C. Aircraft, Ltd. Already they have produced two new types of engines, and one of these, the 60 h.p. Cirrus, is being put into fairly heavy production.

At their works at Croydon Aerodrome they are now installing the latest and most up-to-date plant for the manufacture of aircraft and engines in quantity.

They have got together an exceedingly competent designing staff and at the head of the Drawing Office is Mr. John Kenworthy, who was at one time the designer for Austin and was, in fact, the first person to turn out what is now known as a light aeroplane.

Mr. Kenworthy has recently produced some very interesting designs full of original features and much more of them is likely to be seen in the future. On the engine side, A.D.C. Aircraft, Ltd., will retain the services of Major Halford who was one of the designers of the original B.H.P. engine which later became the Siddeley Puma and which is now one of the most reliable engines in the World.

Major Halford has recently produced the 120 h.p. Airdisco engine and the 60 h.p. Cirrus, engine and is also working on other very interesting designs.

FACING A GALE.

A noteworthy flight was made on June 16th from Malmö in Sweden to Felixstowe on a Swedish seaplane with a Rolls-Royce "Eagle IX" engine. The machine was piloted by M. Flory.

Plain clothes men are no longer

permitted to stop automobiles on

Confidential highways, to inspect

the driver's license or for any

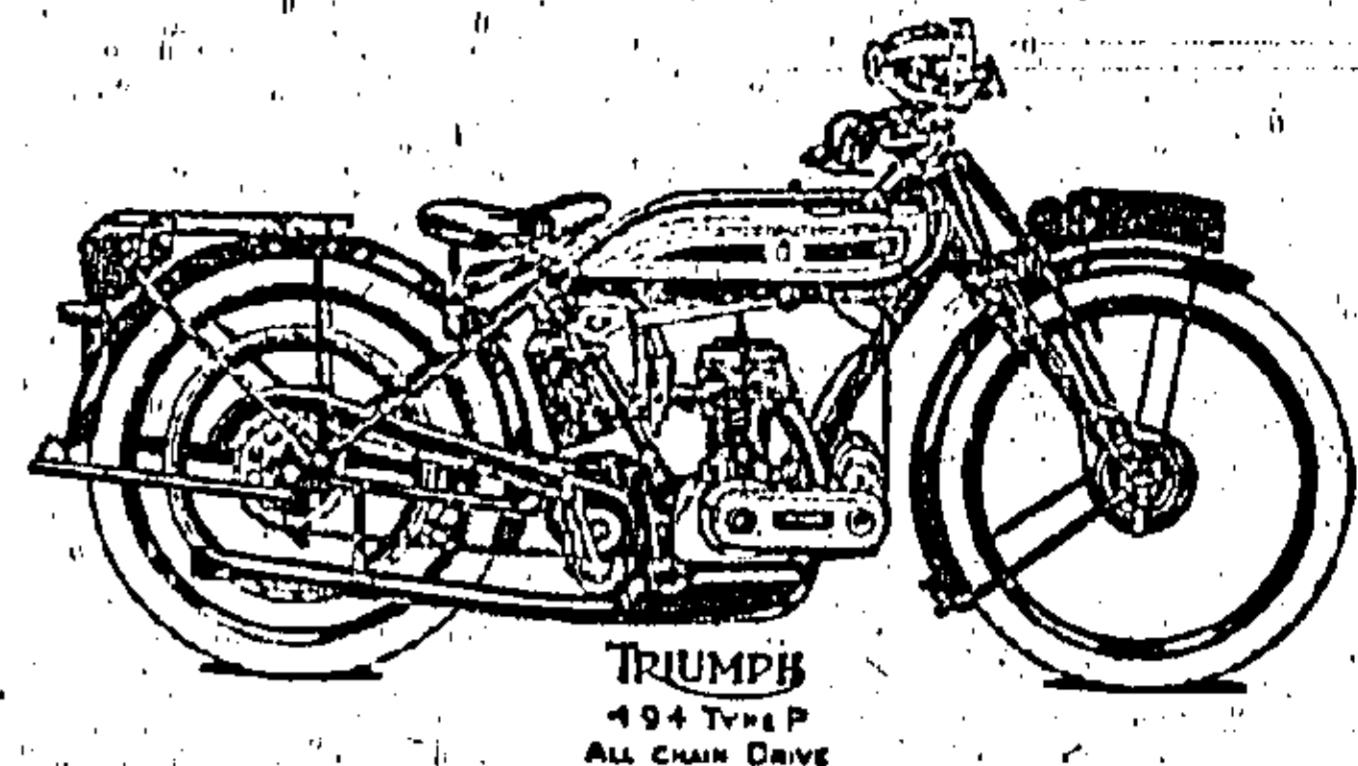
other purpose. They must be in

uniform and as such will not be

mistaken as highway robbers.

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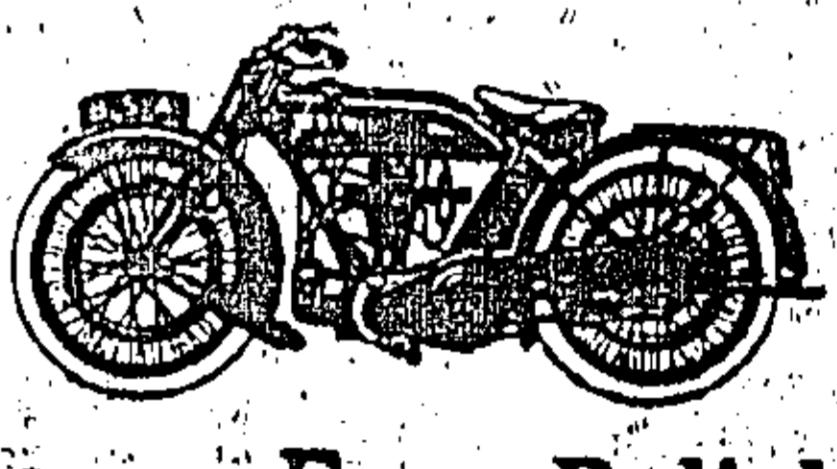
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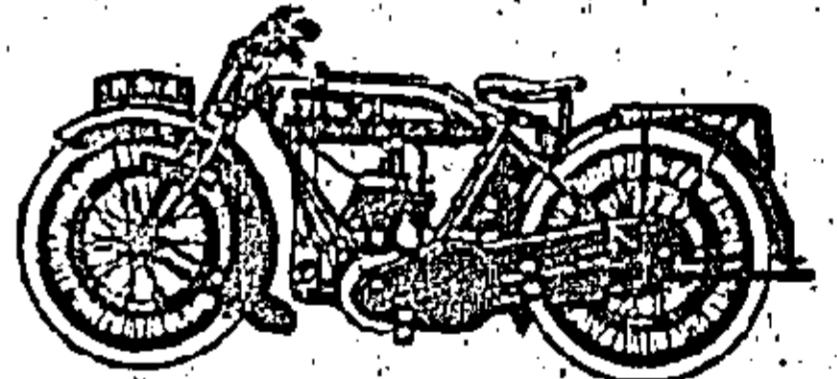
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Harley-Davidson Lightweight

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder and overhead valve solo machines, equipped with electrical system have been ordered.

According to the factory tests, this small machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.

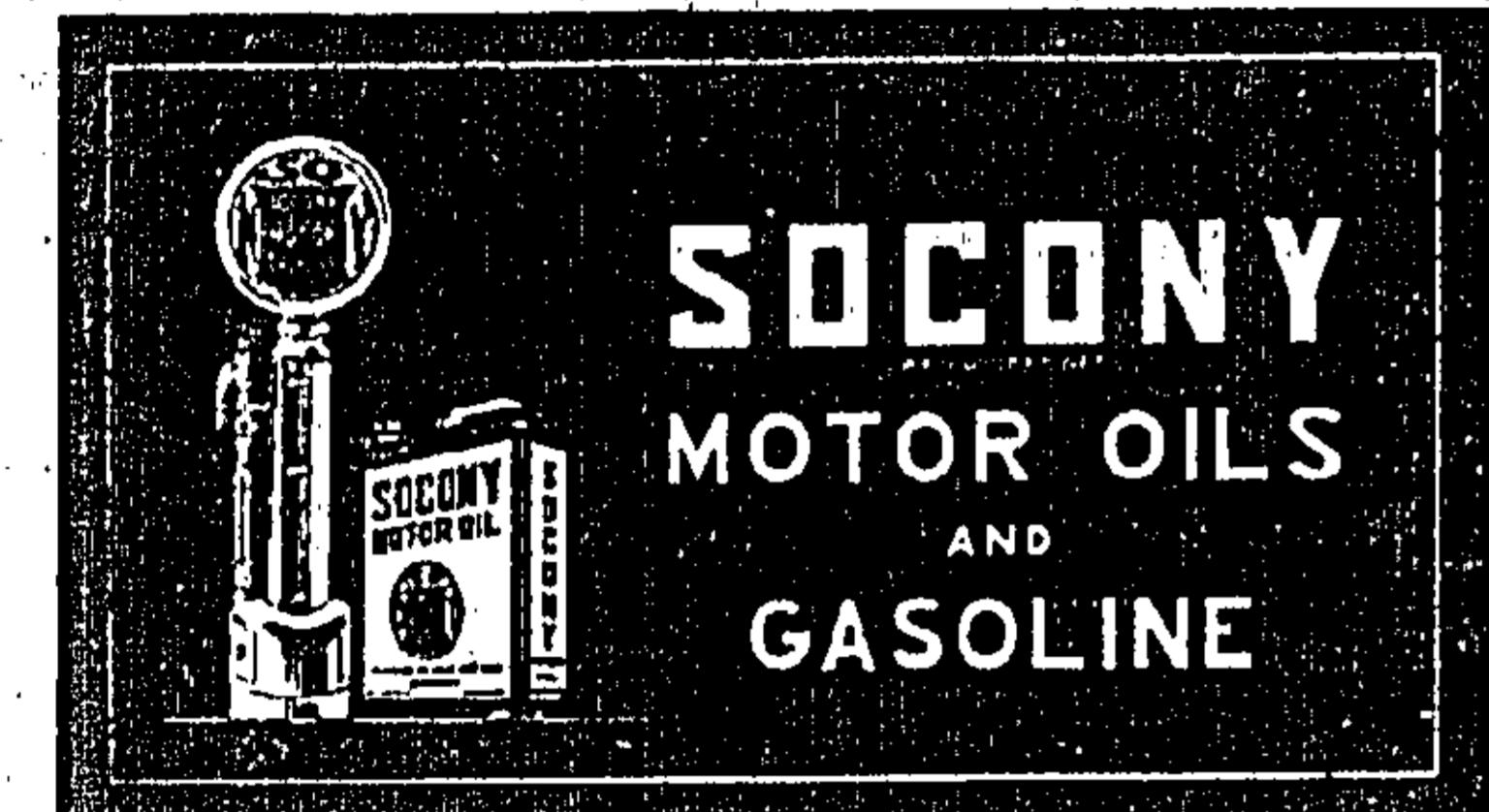
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| 6 | 90 | 613-J.T.R. | Essex, Overland, Cleveland | H.K. \$ 41.00 |
| 6 | 104 | 615-J.F.K. | Hudson, Tempstar, Maxwell | H.K. \$ 41.00 |
| 6 | 90 | 611-R.H.K. | Ford, Buick, Chevrolet, Gray | H.K. \$ 41.00 |
| 6 | 100 | 613-R.R.K. | Buick, Chandler, Oakland | H.K. \$ 52.00 |
| 6 | 157 | 619-R.H.N.23 | Cadillac, Lincoln, La Fayette | H.K. \$ 82.00 |
| 6 | 92 | 611-S.H.K. | Studebaker, Gardner, Nash | H.K. \$ 55.00 |
| 6 | 112 | 613-S.H.K. | Studebaker, Hupmobile, Olds | H.K. \$ 64.00 |
| 6 | 135 | 615-S.H.K. | Cole, Haynes, Winton | H.K. \$ 72.00 |
| 6 | 160 | 617-S.H.K. | Paige, Packard, Pierce-Arrow | H.K. \$ 81.00 |
| 12 | 45 | 127-R.H.K.4 | Briggs, Kirt, Morris | H.K. \$ 63.00 |
| 12 | 50 | 127-S.H.K. | Dodge | H.K. \$ 73.00 |
| 12 | 70 | 129-S.H.K.3 | Morris-Oxford | H.K. \$ 93.00 |
| 12 | 92 | 1211-S.H.K. | White, Rolls and Loco | H.K. \$ 108.00 |
| 6 | 90 | 69-K.P.R. | Radio A | H.K. \$ 64.00 |
| 6 | 517 | 611-R.H.R. | Radio A | H.K. \$ 41.00 |
| 24 | 1500 M.A. 24-L.R.R. | Radio B | | H.K. \$ 27.00 |

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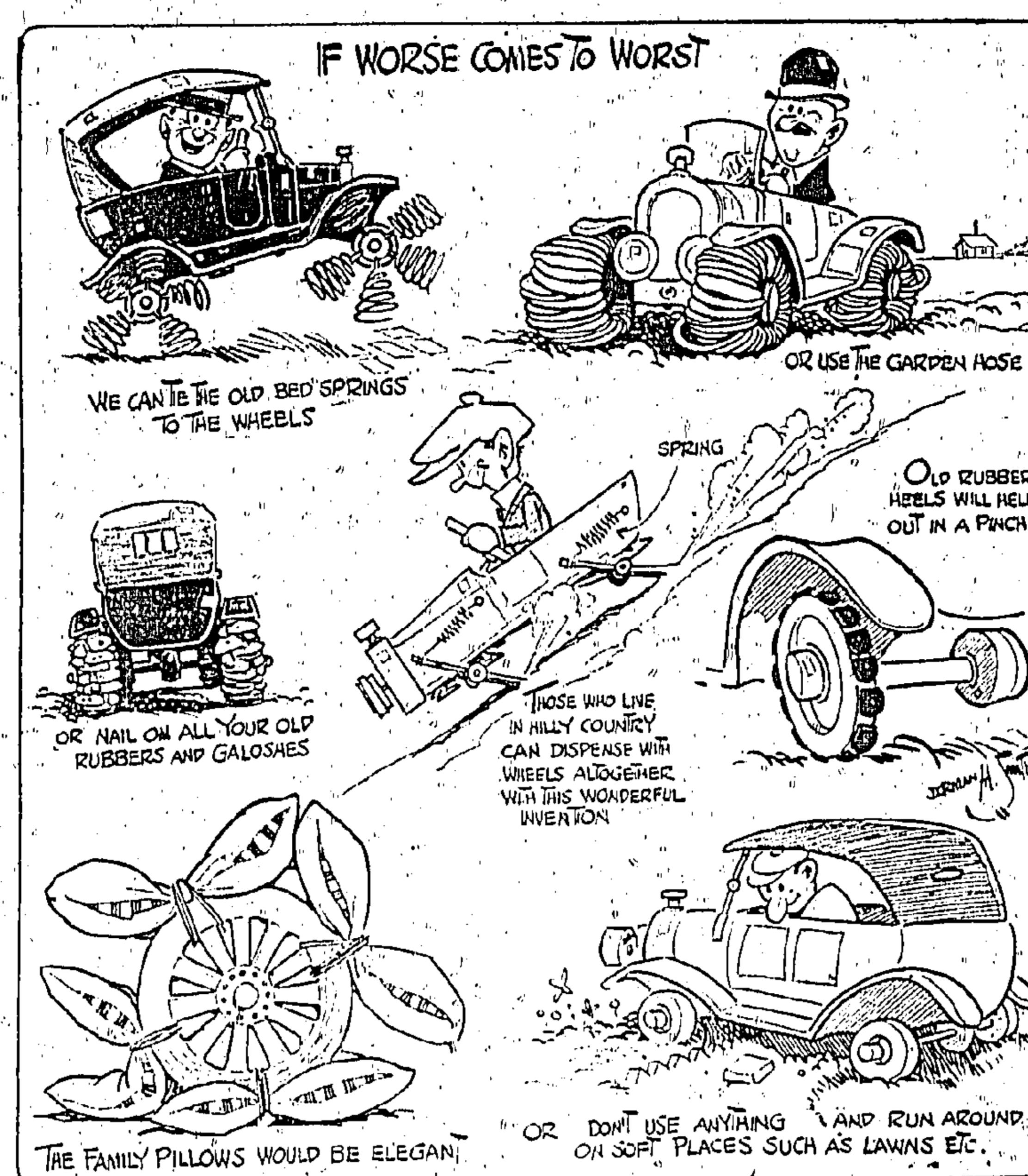
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CLUB PROVIDES CARS.

NEW FORM OF CLUB SERVICE.

Motorists belonging to the Automobile Club of Southern California now have the assistance of the club to pay for their auto insurance.

This is a new form of club service offered motorists.

The organization has made arrangements with a large securities company to finance purchase of automobiles for its members and to arrange for payment of insurance premiums. Since it is estimated that 80 per cent. of the cars bought today are taken out on the deferred payment basis, this work is expected to increase the activities of the

club considerably. Its membership is 107,000.

In the financing of premiums for their auto insurance, members may now apportion these amounts over the year, as they do their payments on their cars.

These facilities practically complete all the transactions relating to the ownership and operation of an automobile, made entirely within the club service.

Insuring the motorist for automobile liabilities and other automotive security has been part of the club's work for some years. It has brought down the auto rates considerably and has even helped reduce insurance costs in southern California.

Other clubs of the country also insure their members, at low rates, but this is believed to be the first time that financing of auto purchases has been adopted a club work.

BANDIT'S REVENGE.



Underworld pals of Gerald Chapman, bandit, are blamed for the murder of a Connecticut policeman, are blamed for the burning of the Stanton Motor Company's garage at Steubenville, O., which destroyed the building and 50 automobiles at a loss of \$75,000.

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The Buick Coach is a real closed car—built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

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E/ASIA Sept. 11 E/FRANCE Oct. 5 E/SCOTLAND Oct. 14 E/FRANCE Oct. 21

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| Leave | Arrive | Leave | Arrive |
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| Hongkong | Manila | Manila | Hongkong |
| Aug. 12 | Aug. 14 | E/Asia | Aug. 15 |

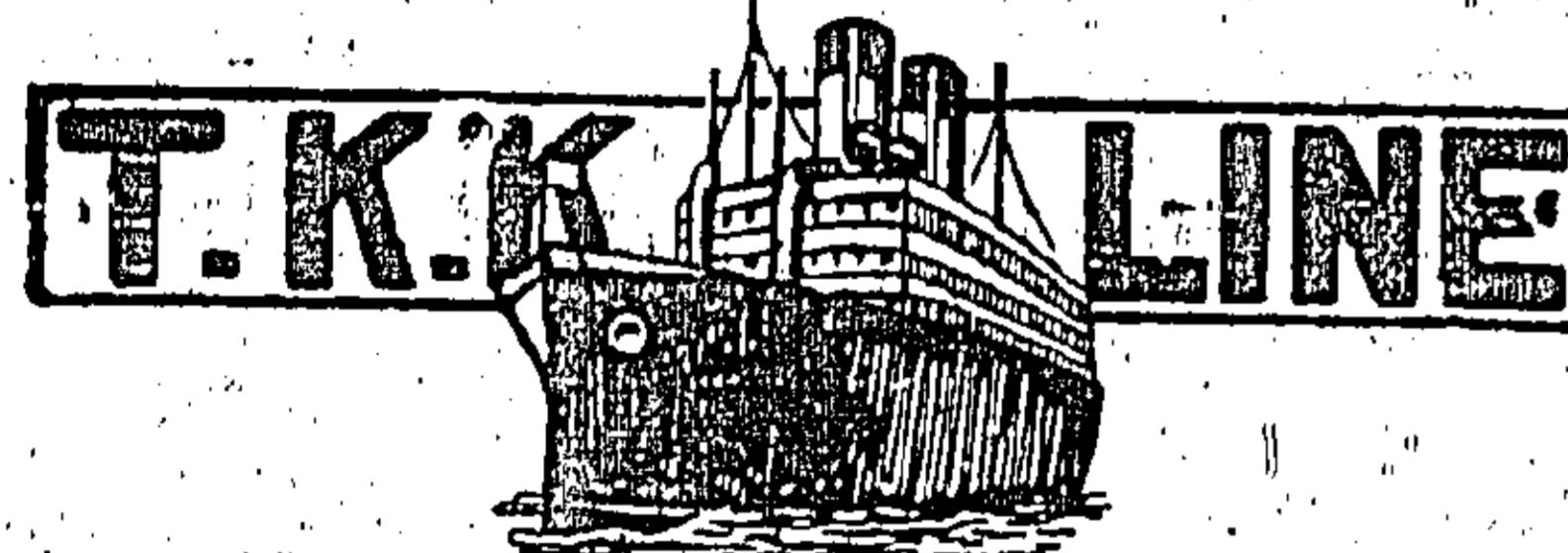
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WHETHER you're traveling east or west, DOLLAR President Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

With most frequent and convenient service, these great oil-burning liners are notable for their speed and steadiness. All staterooms are outside rooms, with real beds (not berths) and luxurious furnishings. DOLLAR Line cuisine is world-famous.

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| Tjikembang | Batavia | 9th Aug. | 13th Aug. | Shanghai |
| Tjilatjap | Shanghai | 12th Aug. | 15th Aug. | Shanghai |
| Tjilatjap | Dalay | 21st Aug. | 22nd Aug. | Mak. & Java |
| Tjilatjap | Shanghai | 25th Aug. | 27th Aug. | Batavia |
| Tjilatjap | Batavia | 23rd Aug. | 24th Aug. | Shanghai |
| Tjilatjap | Amoy | 3rd Sept. | 4th Sept. | Mak. & Java |
| Sawah Loembo | Java | Beginning September | | |

† Via Makassar

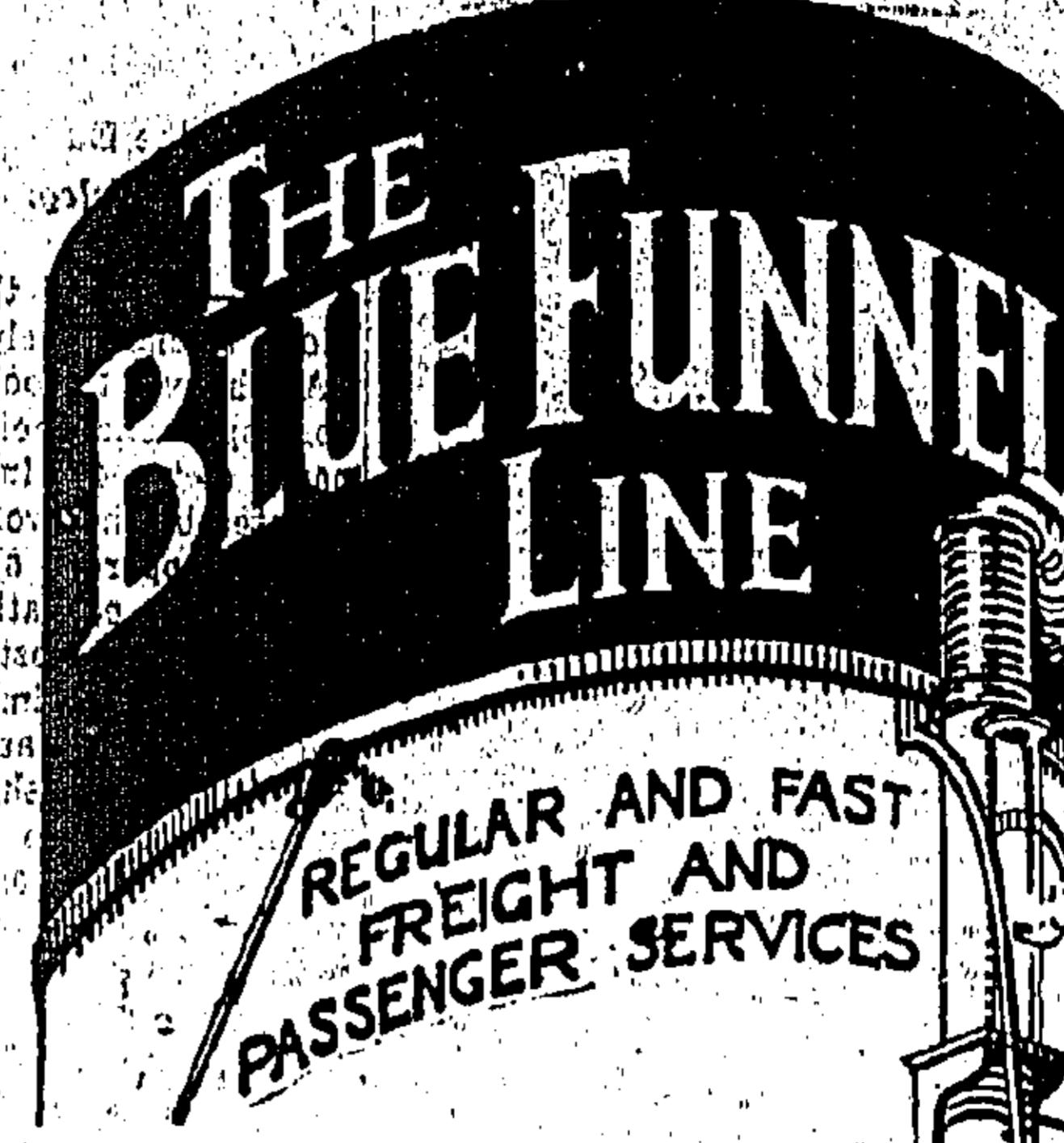
* Via Batavia

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"ANTENOR" 26th Aug. Marseilles, London, Rotterdam & Glasgow

"PERSEROS" 8th Sept. Marseilles, London, Rotterdam & Hamburg

"EUMAUS" 22nd Sept. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

"CALIFORNIUS" 16th Aug. Marseilles, Havre, Liverpool & Glasgow

"EURYPYLUS" 1st Sept. Genoa, Havre, Liverpool & Glasgow

"TYDEUS" 12th Sept. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KUKE & YOKOHAMA" 19th Aug. Victoria, Vancouver & Seattle.

"CYNDAREUS" 1st Aug. Victoria, Vancouver & Seattle.

"PROTEUS" 8th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"EOMEON" 25th Aug. Boston, New York Baltimore via Suez.

"PELEUS" 7th Sept. Boston, New York & Baltimore via Suez.

"TEUER" 23rd Sept. Boston, New York & Baltimore via Suez.

PASSENGER SERVICE

"ANTENOR" 26th Aug. Singapore, Marseilles & London.

"HECTOR" 21st Oct. Singapore, Marseilles & London.

"SABEDON" 16th Nov. Singapore, Marseilles & London.

"PATROCLUS" 16th Dec. Singapore, Marseilles & London.

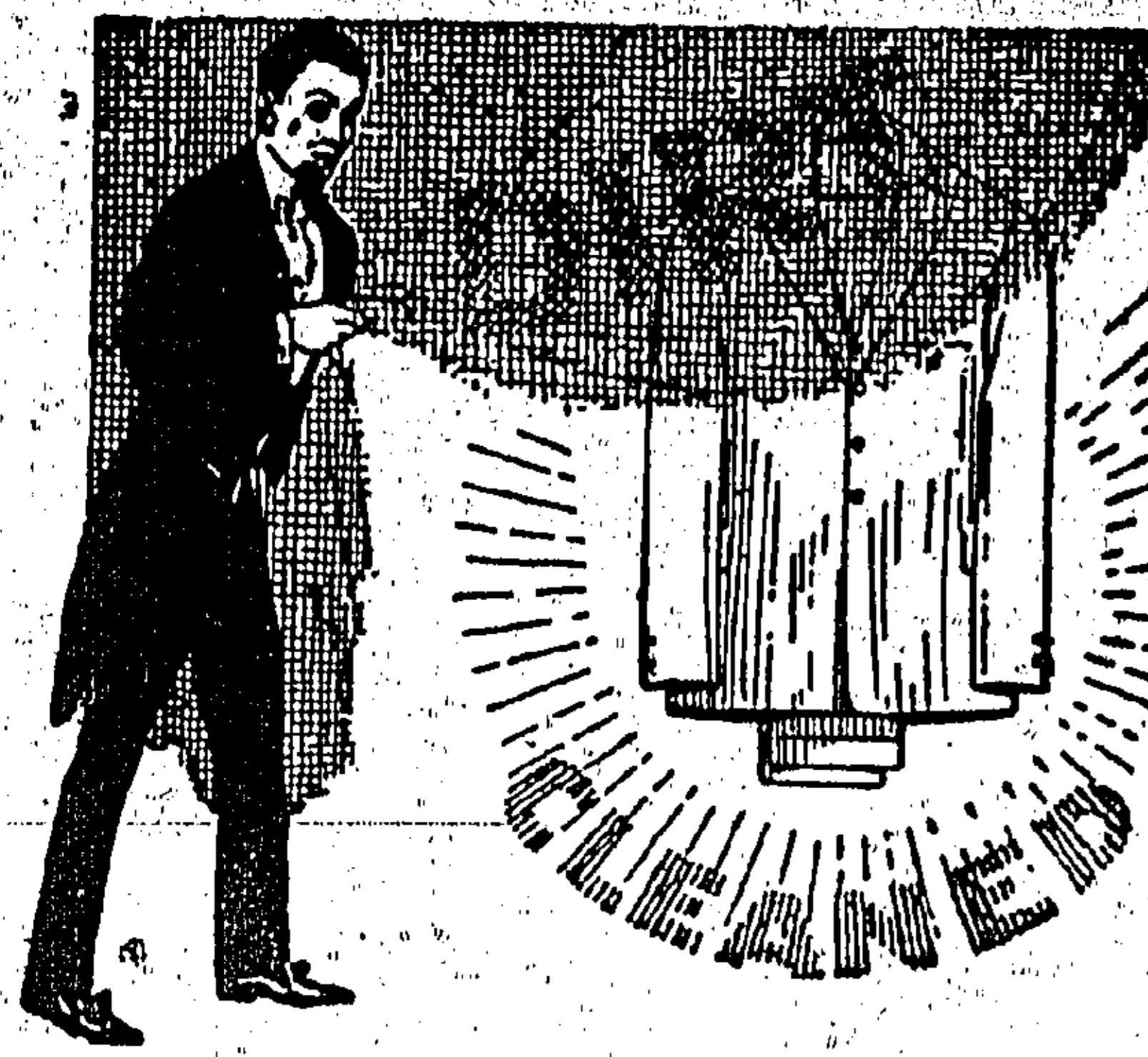
"ANTENOR" 13th Jan. Singapore, Marseilles & London.

"HECTOR" 3rd March. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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2 p.m. to 3 p.m.

SUNDAY:—

7 a.m. to 9 a.m. 2 p.m. to 3 p.m.

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LLOYD TRIESTINO S.N. CO.

S.S. "LA CONIA"

The above vessel now lying alongside the Kowloon Wharf is prepared to accept cargo for Shanghai, and will be despatched hence on

MONDAY, 16th August, NOON.

DODWELL & CO., LTD.

Agents Tel. 1080.

PO HING FONG ENQUIRY.

MAXIMUM RESCUE WORK ACCOMPLISHED.

Hearing Adjourned.

The enquiry into the Po Hing Fong disaster was continued yesterday afternoon at the Central Magistracy, Mr. S. B. B. McElderry, sitting as coroner, the jury being composed of the following, Capt. T. Arthur (foreman), Mr. J. O. Sheppard and Mr. Ho Kom-tong.

Mr. F. C. Jenkins, instructed by Johnson, Stokes and Masters, appeared to represent relatives of several who lost their lives in the collapse.

Mr. Edward Newhouse, Engineer, P.W.D., was recalled and put in new plans of the drainage system of the area above Po Hing Fong, stating they were larger and more accurate than was the case with those put in formerly. They showed the sizes of storm water drains and culverts. It also showed that the drain at the junction of Seymour Road and Castle Road had been reduced from two feet by one foot ten inches to a twelve inch pipe. When it was altered he did not know.

Asked as to what the result of this smaller pipe would be, witness said in heavy rain the narrower pipe would act as a throttle and if the rain was heavy enough it would be forced up through the manhole covers and would flow down over Caine Road. A part of it, however, would be intercepted by gullies and storm water drains which would take the water down to the Disinfecting Station.

Retaining Wall Construction. Mr. H. E. Goldsmith, engineer, P.W.D., gave evidence as to the retaining wall built below the site of the new No. 8 Police Station. He said in his opinion very little water would go below the foundations of the wall. It might get down to the foundations, but not below them. The wall was built up against the existing strata; he said in reply to the foreman.

Mr. T. Bolt, overseer, said he was in charge of the building of the wall. He was never on the site during any heavy rain.

Mr. E. Ralphs was then called to give evidence as to the work carried out by the St. John's Ambulance Brigade. He said within half an hour of the collapse there were 24 ambulance men on the scene assisting the Police, and by 11 a.m. the number had increased to 40. This number worked all that day and for ten days after there were always ten men on duty, taking charge of bodies when they came to the surface.

He considered that the arrangements for the saving of life were adequate and could not have been improved.

Police Operations

Mr. D. Burlingham, Assistant Superintendent of Police, described the work carried out by the Police after the collapse. He said the alarm was given at 9.30 a.m. He arrived on the scene at 9.40 and stayed there until 7.15 p.m. that night, at which time there had ceased to be any signs of life among the debris. Thirty policemen were working there altogether and when people or bodies were extricated they were handed over to the Ambulance Brigade. He had ample men there to assist; in fact he had refused further help which was offered. The Tung Wah Hospital very kindly housed a number of coolies who were working there under the Police. On July 17 there were 21 people extricated alive and at 6 p.m. on the following day a voice was heard in the debris and at 2.45 a.m. the next morning a girl was taken out alive. He considered that nothing more than was done could have been done in the matter of saving life.

Mr. H. T. Brooks, superintendent of the Fire Brigade, stated that the alarm was raised at 9.33 a.m. and two appliances with 15 men and one motor ambulance were sent. Later another appliance and another ambulance were despatched. The Brigade worked there for ten days at the end of which time the P.W.D. took over.

On the experts present stating that they expected that it would be another week or ten days before the site was cleared the Coroner adjourned the hearing sine die.

ITALIAN FLIGHT.

DI PINEDO IN ROCKHAMPTON.
Rockhampton, August 7.—Major Di Pinedo has arrived.—Reuter.

SHORTAGE OF RUBBER.

ONLY FOUR MONTHS' SUPPLIES IN STOCK.

Manufacturers Manifesto.

London, August 7.—A manifesto, signed by fourteen rubber manufacturing firms, has been issued urging the Government to consider the immediate modification of the Stevenson restriction scheme. It estimates that at present there is less than four months' of the world consumption of rubber in stock, while it is generally acknowledged that the normal stocks are eight months' consumption.

The Stevenson scheme provides for an extra release of a maximum of eighty thousand tons a year, equivalent only to two months supply at the present rate of consumption. Unless the scheme is modified the result will be a growingly acute shortage of supplies for a few years, which will be naturally gradually terminated by great supplies from countries outside the Empire and from estates financed by foreign interests.—Reuter.

ARMED ROBBERY.

PEARS USED AS GAGS.

The latest innovation in the use of gags by armed robbers, is the introduction of pears, which are being substituted for the wine cups usually employed in such outrages. The remnants of a dried pear were produced at the Kowloon Magistracy yesterday as an exhibit in a case in which a Chinese was charged with being concerned in an armed robbery committed at 55 Wai Ching Street, on July 27.

It appears that ten days prior to the robbery, a man rented a cubicle at the house for the sum of \$2. A week later another man, together with a small boy, who was described as the first visitor's brother, went to the floor with certain articles of furniture. On the day of the robbery they again appeared and when asked why they had not removed to their little child had been ill.

They had not been on the floor long before they commenced operation and gagged the occupants with pears, prior to confining them in one room. Before they had sufficient time to ransack the house, one of the tenants who had been in the kitchen, rushed into the front part of the floor and blew a police whistle, causing the men to decamp.

After hearing the evidence the case was adjourned.

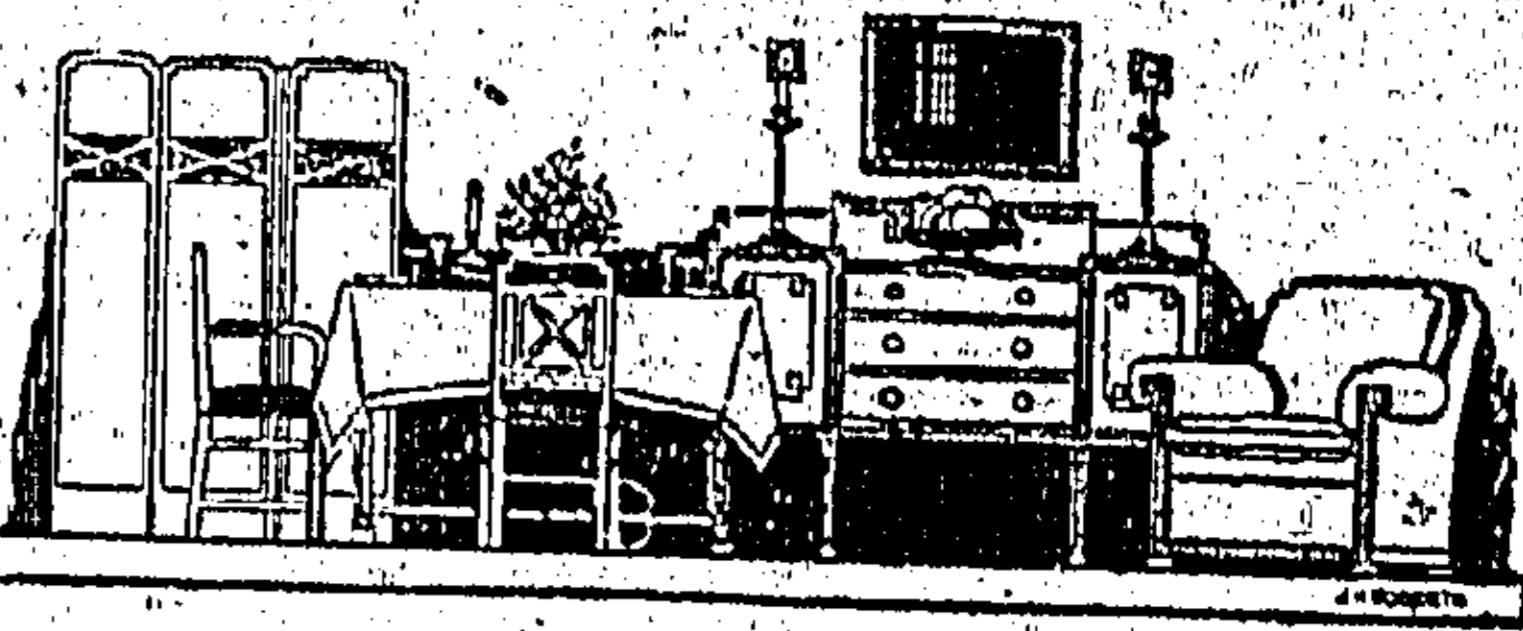
BANK RATE REDUCTION.

OUTCOME OF RESTORATION OF GOLD STANDARD.

London, August 7.—The Times City Editor says the reduction in the Bank rate is the direct outcome of the restoration of the gold standard. There has been a net influx of eight and a half millions gold since April 29, which has raised the Bank of England stock of metal to the unprecedented figure of one hundred and sixty-four and a half millions, and, consequently, there has been a considerable addition to the actual and potential supply of credit. The Bank's reserve ratio is lately higher than for the past nine years and the discount rate has fallen away to a figure which has left the bank rate ineffective.—Reuter.

THE COAL SUBSIDY.

London, August 7.—After a few speeches by labourites, Mr. Saklatvala contended that if the profits of the British coal industry could be restricted in order to preserve wages, the same thing ought to be applied to British mine owners in South Africa, China and India so that wages in those areas could not be reduced to a minimum and react on British wages. Mr. Purcell declared that conditions in the coal industry in China and India were shameful. Messrs. Bromley and Purcell both denounced what they described as the threats made yesterday in regard to what would happen if the trade unions supported the miners again. He declared that no threats could prevent them from again supporting their comrades if necessary to secure fair conditions.—Reuter.



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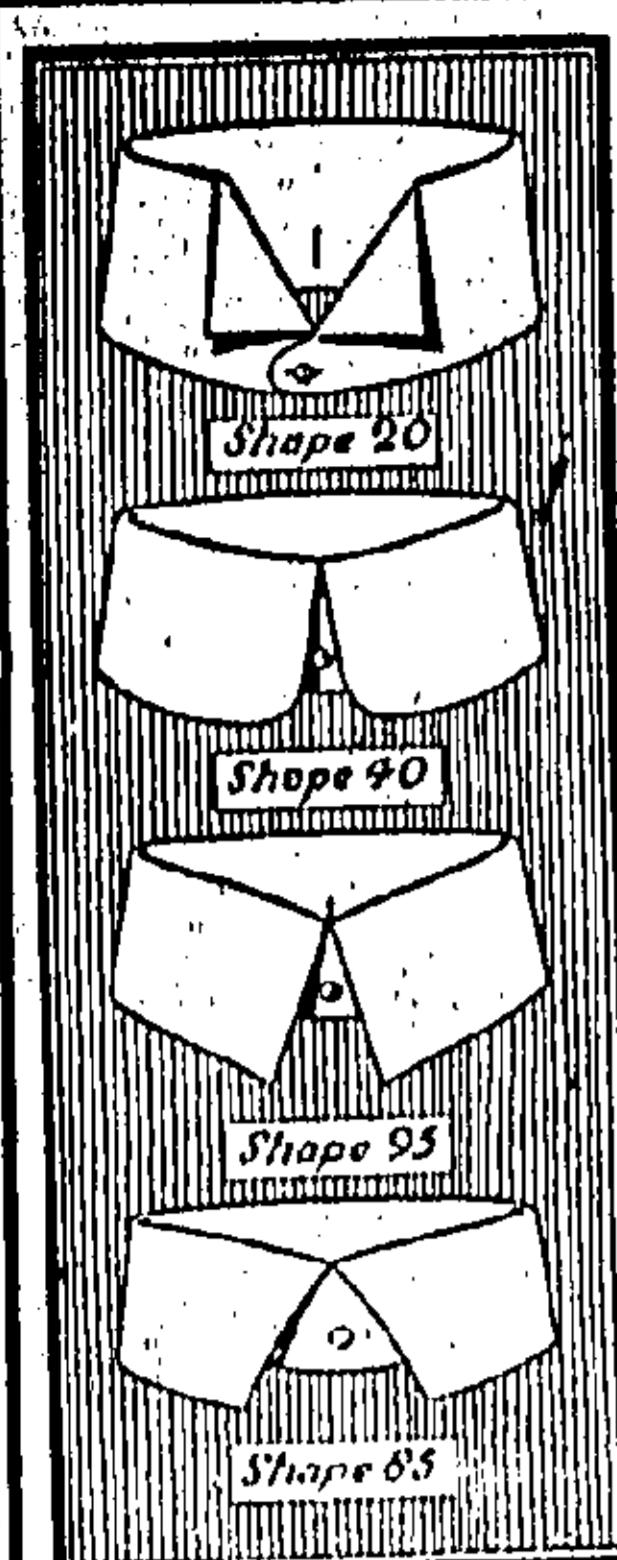
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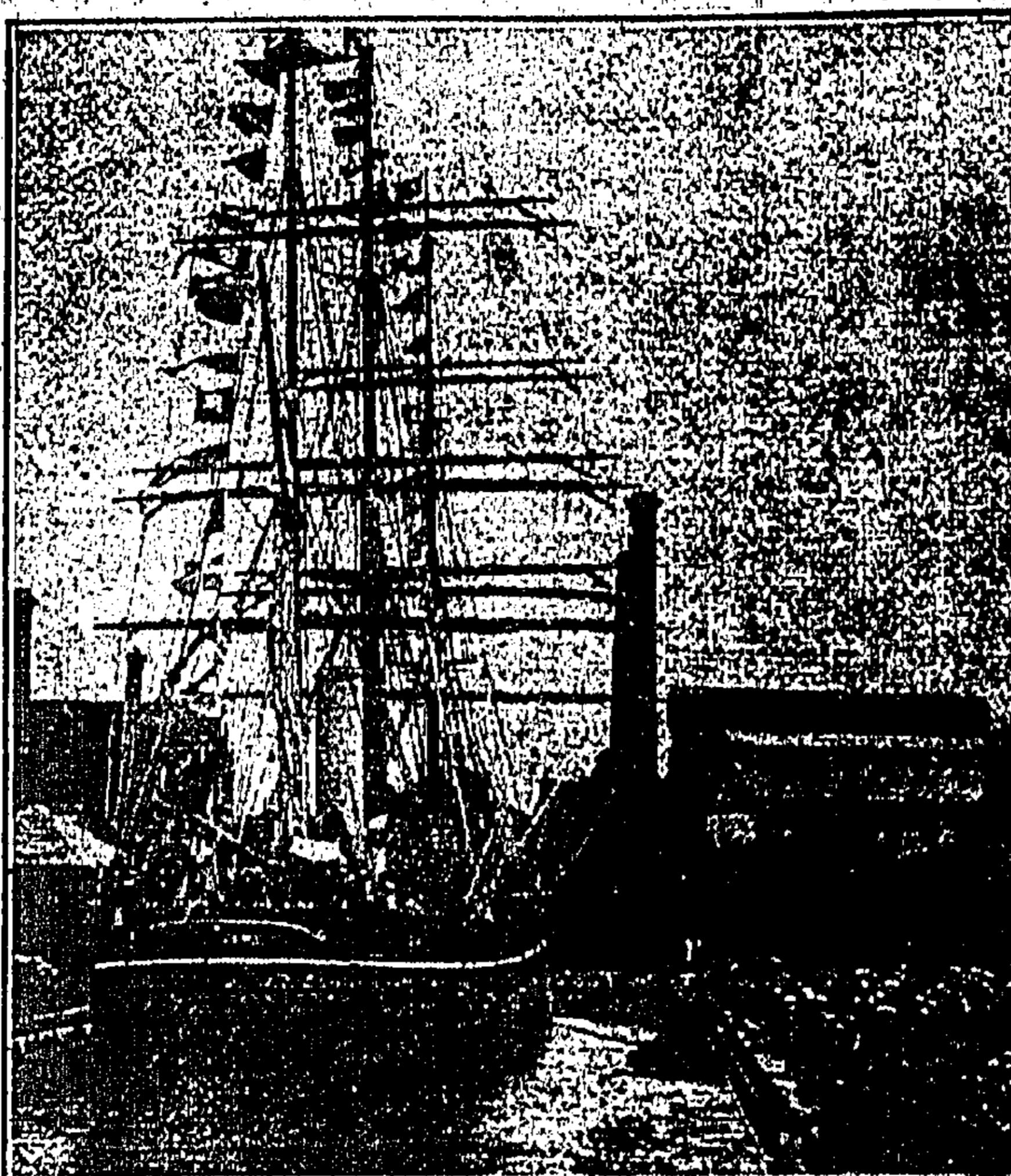
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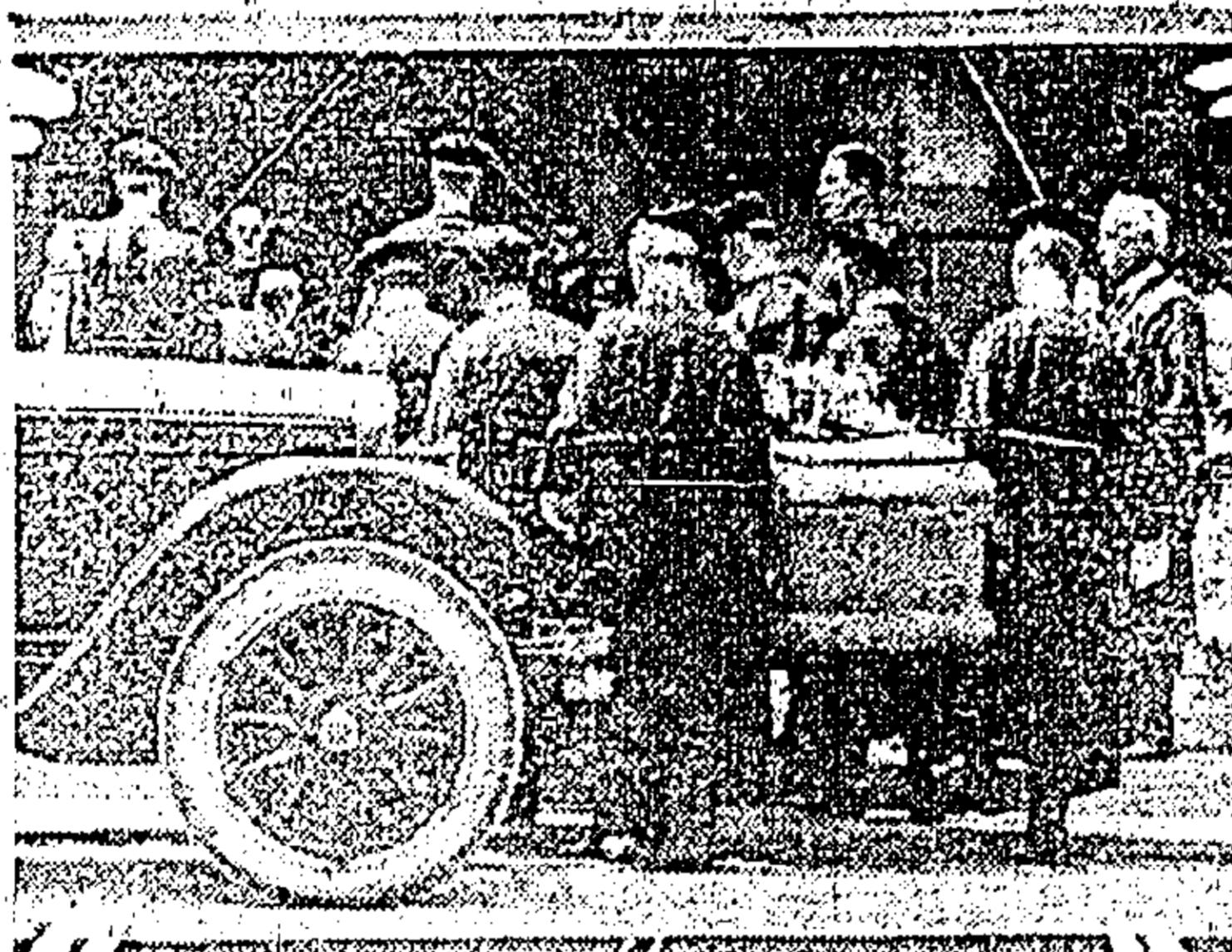
We have just received a line of men's fine cotton socks that has been delayed by the strike. Rather than carry these over until next summer we are offering them at practically cost price. All sizes in White, Black, Tan, Grey and Champagne.

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WHITEAWAY'S GENT'S DEPARTMENT.

A Famous Ship.

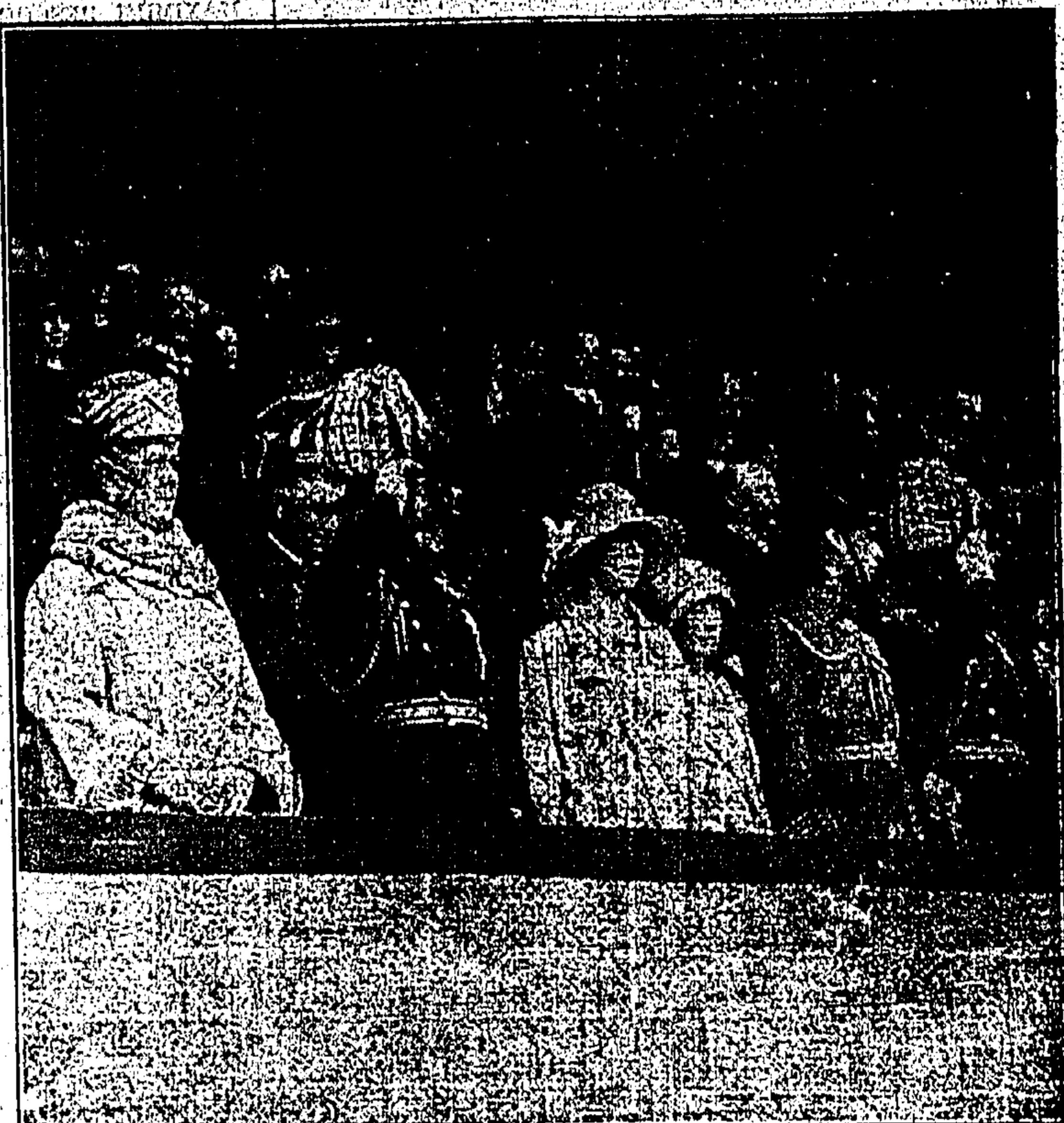
The scene at the undocking at Portsmouth of the "Discovery," Captain Scott's old ship, which has been reconditioned for a whaling research expedition in Antarctic waters. The ceremony was performed by Mrs. L. S. Amery. ("Times" copyright photograph.)

Laid to Rest.

The body of Mr. Thomas R. Marshall, former Vice President of the United States, being laid in a vault at Marion, Ind. Funeral services were marked by extreme simplicity.

Biggest Chair.

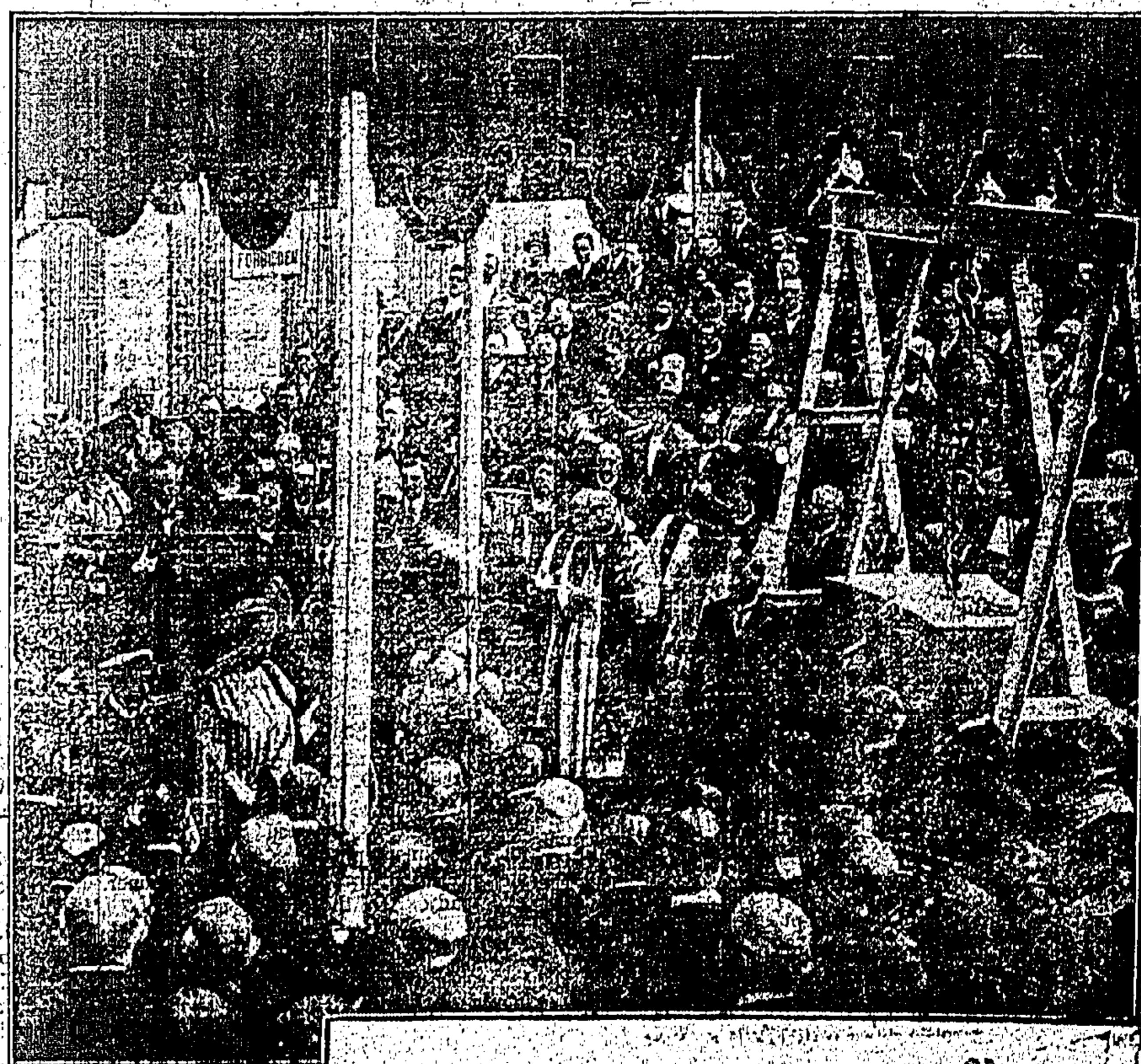
Rev. Billy Sunday perched in the world's largest chair at Thomasville, N.C., erected as a monument to the chair industry.

Their Majesties at Wembley.

There was a big attendance at the special Empire Day service held in the Stadium at Wembley. The King was present with the Queen and many other members of the Royal Family. Our photograph shows from left to right: H. M. the Queen; H. M. the King (saluting); Princess Mary (Viscountess Lascelles); Duchess of York; Duke of York. ("Times" copyright photograph.)

Their Colonel-in-Chief.

During her recent visit to Colchester, Princess Mary (Viscountess Lascelles) inspected the 2nd Royal Scots, of which regiment she is Colonel-in-Chief. Our photograph shows her passing down the ranks. She afterwards took luncheon in the Officers' Mess. ("Times" copy right photograph.)

Lloyd's Foundation Stone.

The King is seen replying to the address of the Corporation of Lloyd's at the ceremony when he laid the foundation stone of the new Lloyd's in Londonhall Street. The King was accompanied by the Queen and Prince Henry. The Bishop of London is seen in the centre of the picture. ("Times" copyright photograph.)

